

JUST ARRIVED  
A SMALL SHIPMENT  
OF  
JOHN COTTON'S  
SMOKING  
MIXTURE  
NOS. 1 & 2 MEDIUM.  
\$1: per 4 oz tin  
LANE, CRAWFORD & CO.

# The China Mail.

ESTABLISHED 1845

July 11, 1919, Temperature 82.

Rainfall 0.00 inch.

Humidity 84.

July 11, 1918, Temperature 79.

CORONA  
The Standard Typewriter  
Fitted with either Pica or Elite  
Type. Complete typewriter in  
travelling case.  
\$80.  
ALEX. BOSS & CO.  
Phone 3457.

No. 17,513.

號一十月七年九十壹百九千壹英

HONGKONG, FRIDAY, JULY 11, 1919.

日四十月六未己次歲年八國民華中

PRICE \$3.00 Per Month

## BUSINESS NOTICES

### W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels,  
Steel Building Work of every Description,  
Castings, Forgings, Repairs and Supplies

### DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

CHANDLER  
HYDSON  
AND  
OVERLAND  
MOTOR  
CARS



SILENT  
GARY  
HARLEY  
DAVIDSON  
MOTOR  
CYCLES

Telephone 482.

INSPECTION INVITED.

BEST CARS IN THE COLONY FOR HIRE.

## MOSCATINE

(REGISTERED)

THE ORIGINAL

### INSECT REPELLER.

A few drops sprinkled on the hands, feet, nape of neck or  
about the room give absolute protection against

### MOSQUITOES, SANDFLIES

and other insects.

Will not stain or injure the most delicate skin.

50 CTS. \$1.00. \$2.50 PER BOTTLE.

PREPARED ONLY BY

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

TELEPHONE No. 16.

We Suggest:  
**BRINSMEAD  
CHAPPELL,  
ESTEY  
CHALLEN**

**ROBINSON'S**

For  
Supreme  
Tone and  
Quality.

### THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

STRAND  
3" to 15"  
CIRCUMFERENCE.

CABLE LAID  
6" to 15"  
CIRCUMFERENCE.

4 STRAND  
8" to 10"  
CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to:  
**Shewan, Tomes & Co., General Managers**

TAILORS

**Diss Bros**

ALEXANDRA BUILDING, HONGKONG. TEL. No. 2843.

### DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 684.

## TO-DAY'S CABLES.

(Router's Service to the China Mail.)

### THE AIR BUS TO NEW YORK.

NEW YORK, July 6.

The R34 did not land at Montauk but proceeded to Mineola.

MINEOLE, July 6.

The R34 arrived at 9.55 this morning, thus completing the Atlantic flight unassisted.

[This wipes out the previous report that she had got into distress and taken a tow.]

MINEOLE, July 6.

The R34 landed at 9.55 in a field at Hazelhurst.

LONDON, July 6.

The R34 message asking for assistance was received at 2.50 yesterday afternoon [Greenwich].

St. John, New Brunswick, reported that she was close to Partridge Island at 3.30.

Two American destroyers were despatched from Boston. Halifax sent a wireless relayed from Partridge Island to this effect: "rush help making for Boston twenty-three knots come quickly petrol giving out."

MINEOLE said the R34 was instructed to make every effort to reach Montauk Point where a plentiful supply of petrol awaited her.

LONDON, July 6.

The Air Ministry announces that the R34 landed safely at Hazelhurst Field, Mineola, at two in the afternoon Greenwich time. She thus accomplished a voyage of over 3,100 nautical miles, the longest flight ever made by any aircraft, in 108 hours and 12 minutes. She completed the distance under her own power. American destroyers were sent to her assistance as a precaution in view of her petrol supply being exhausted, but they were not utilised to tow her.

NEW YORK, July 6.

The R34 arrived at Montauk Point at 7.30 this morning.

KING'S MESSAGE.

The King telegraphed his heartiest congratulations to Major Scott and the crew of the R34 on their splendid achievement. The message, expressing H.M. best wishes for their safe return, says the flight marks the beginning of a new era wherein the English-speaking people already drawn together in war will be even more closely united in peace.

Mr. Churchill also telegraphed his congratulations on the conquest of the Atlantic.

MET TWO STORMS.

LONDON, July 7.

When the R34 arrived at Mineola she had only forty minutes supply of petrol left. Her most dangerous and exciting moments were when she encountered two electrical storms between Newfoundland and Nova Scotia. The wind suddenly rose to fifty miles an hour. The big craft tossed from side to side in a manner comparable with a ship rocking on a tempestuous sea. The crew almost gave up hope. This blind cruise seriously depleted their petrol supply. It lasted 30 hours. At the outset of the voyage there was anxiety lest the R34 should be unable to ascend sufficiently to skirt the hills of northern Scotland owing to her sixteen ton weight of petrol.

MINEOLE, July 7.

One member of the crew of the R34 was discovered as a stowaway six hours after leaving Scotland.

REMARKABLE LOG BOOK.

MINEOLE, July 7.

The log of the R34 is a most interesting record of the voyage, giving a graphic account of life aboard. Nearly every entry speaks of cloudy conditions obscuring the view of the water, which was rarely seen except for brief intervals. Nothing was sighted on the surface except two icebergs. The airship was alternately either plunging through dense fog or soaring in sunshine above a thick cloud carpet. Sometimes she was speeding between upper and lower layers of clouds. Land was first sighted at 1.50 on the afternoon of July 4. Thereafter the cloud conditions improved. The log records flying at 800 feet above huge pineforests, the scent of which the crew inhaled with delight. The crew lived in comparative comfort. Breakfast consisted of ham and an egg each, with tea. Other meals they had beef and potatoes, chocolate, etc. They cooked at the engine exhaust. They had a gramophone playing the latest jazz tunes. The most popular feature were the sleeping arrangements, most cosy hammocks being swung in the interior of the hull where there was little noise or vibration. The crew worked in two watches of fifteen each.

HOW THEY ARRIVED.

MINEOLE, July 7.

The R34 was first sighted emerging from a pea mist. She encircled the aerodrome at a height of a thousand

feet until she learned by wireless telephone that everything was in readiness for her landing. A member of the crew then dropped by parachute to superintend the arrangements for mooring, which was effected in ten minutes with the assistance of 500 British and American soldiers and sailors. Commander Major Scott was the first to alight. He plainly showed signs of strain. The crew were haggard and unshaven, with eyes bloodshot, but all were most happy.

The return trip will be begun at the earliest possible date, probably on Tuesday. Replenishing of supplies of petrol and hydrogen has already begun.

The navigating officers made a statement that it was almost a miracle they arrived after yesterday night's experiences. With their limited knowledge of weather conditions, transatlantic flying was most dangerous.

LONDON, July 6.

The Air Ministry says the following was received direct from the R34 by the United States naval authorities at four o'clock this morning (Greenwich time): "Position 67.30 west 43.20 north course southwest by south. Flying at 1,500 feet. Come and meet us."

WASHINGTON, July 5.

The United States destroyer *Bancroft* reached the R34 at 11.40 to-night and is accompanying her across the Gulf of Maine.

MINEOLE, July 7.

Rising temperature caused the R34 to rise 300 feet, owing to the girder to which she was attached breaking. The airship was saved by the efforts of 300 men seizing the ropes. The nose of the gasbag was ripped for six feet. It is easily repairable. Since this accident, the airship will be held down until the return journey, (which begins on the morning of July 8) by seven balloon companies.

AMIR TRIES TO BARGAIN.

GETS SNUBBED.

SIMLA, July 9.

The Amir's letter of June 29 was received at Simla yesterday. It protests against the one-sided character of the armistice terms and says literal observance is impossible. It urges the withdrawal of our troops from Spin Baldak and Dakka. It also prohibits aeroplane movements which may provoke attack by Afghans resulting in a breach of the negotiations. In conclusion the Amir asks the Viceroy to fix a date for the meeting with the Afghan delegates.

The Viceroy in replying to-day observes that the Amir forgets that his government began the war, which is also now anxious to sue for peace. His Majesty's government was gravely affronted by these events; also the British public was indignant because Britain had been wantonly attacked. His Excellency holds that any modification of the armistice terms is impossible. It will be unnecessary to prolong the correspondence. He directs the Afghan delegates to be present in our lines on the morning of July 22. They will be escorted to Rawalpindi.

The British delegates consist of Hamilton Grant Maffey, General Moberly and two Indians.

COLONIAL MANDATES.

PARIS, July 6.

M. Henri Simon, the French Minister for the Colonies, has gone to Boulogne whence he will aeroplane to London to participate in the commission on colonial mandates.

CANADIAN WOMEN SUFFRAGE.

OTTAWA, July 5.

The Canadian House of Commons has passed a Bill entitling women to vote and sit in parliament.

A GREEK VICTORY.

PARIS, July 6.

M. Venizelos has received a telegram announcing that the Greeks recaptured Aidin on July 4.

CAPTAIN FRYATT.

BRUCE, July 6.

The body of Captain Fryatt was taken yesterday from the cemetery to the provincial government building where this morning enormous crowds filed past the coffin. In the afternoon it was conveyed with all due honour to the station en route for England.

LETTS.

COPENHAGEN, July 7.

The blockade of Libau has been raised. The Danish government is proceeding to Riga.

## TO-DAY'S CABLES.

(Router's Service to the China Mail.)

### CABLE DELAYS.

### ANOTHER PARLIAMENTARY AGITATION.

LONDON, June 7.

In the House of Commons at question time, the heavy delays in cable traffic, especially as regards the Far East, were criticised. Attention was directed to the fact that British business interests were prejudiced. Replying, Mr. Illingworth pointed out that the delay in outward messages at full rates to Egypt, India and the Far East had recently been reduced by a day, but the homeward traffic was not yet accelerated. Transmission was taking from five to seven days owing to the volume of traffic and the continued interruption of an important cable in the Mediterranean. Every effort was being made to restore this cable. Repairs were expected to be done at an early date. He could not add anything as regards the service to Canada or South Africa to the reply given on July 3. There was a scheme afoot for extended wireless facilities which he hoped would be carried out shortly. It should extend wireless business very considerably.

As regards the proposed abolition of the cable censorship, a number of members had called attention to the disabilities under which British overseas trade was languishing. Mr. Churchill regretted it was found impossible to combine a certain degree of censorship with the use of private codes but the relaxation of the present restrictions was necessarily imminent. "If it is prolonged for a few weeks more it is only because the general state of the world makes it difficult to give up supervising and controlling these activities."

PEACE SUNDAY AT HOME.

LONDON, July 6.

There were peace thanksgiving services in every church and chapel in the kingdom. This morning their Majesties and other royalties were present at the service at St. Pauls where the archbishop of Canterbury preached. A united open air service of all the Protestant denominations was held in Trafalgar Square in the afternoon. Salvation Army bands provided the music.

TURKISH BRIGADES ON BLACK SEA.

ENGLISH REGIMENT GOES AFTER THEM.

LONDON, July 7.

Reuter learns that it has been decided to despatch an English regiment from the Caucasus to the Amisos district on the south coast of the Black Sea in consequence of the presence there of bands of Turkish brigades. The transfer of troops has commenced.

BRITISH TRADE.

LONDON, July 7.

There were increases in the imports of £21,400,936 and in the exports of £19,536,115, as compared with the figures for June last year.

TENNIS.

LONDON, July 7.

At Wimbledon in the challenge round singles Patterson beat Brookes 6/3 7/5 6/2.

CHANNEL TUNNEL TO START.

LONDON, July 7.

At a meeting of the Channel Tunnel Parliamentary Committee Sir W. Bull stated that everything is ready. Soundings have been taken and an engineer appointed. There was no difficulty as regards finance.

It was resolved that the construction of the tunnel should be commenced and the Government asked to give its support.

THE KAISER'S TRIAL.

PARIS, July 7.

Inquiries have elicited that President Wilson was present at the council when the decision to try the Kaiser in London was reached. It was during the last week of the conference. At the Council of Four Mr. Lloyd George raised the question, suggesting that he presumed his colleagues would not object to the trial of the Kaiser taking place in London. He looked round. None answered him nay. M. Clemenceau nodded assent. This was recorded unofficially.

PARIS CELEBRATIONS.

PARIS, July 7.

At the great victory celebrations on July 14 85,000 poilus are to participate in the triumphal procession and in guarding the routes.

(Continued on Page 5.)

## BUSINESS NOTICES

### J. T. SHAW.

TAILOR, HABITMAKER  
AND  
OUTFITTER.

21, HONGKONG HOTEL BUILDING,  
HONGKONG.

WE HAVE THE LATEST ENGLISH & AMERICAN

### PERIODICALS

ALSO

### NEW NOVELS

AND

### BUSINESS BOOKS,

ETC., ETC.

### BREWER & CO.

TEL. 696.

23, QUEEN'S ROAD CENTRAL.

## A SPEEDY & SURE CURE FOR PRICKLY HEAT.

Our PRICKLY HEAT LOTION, prepared according to the formula of one of the present day Professors of Tropical Medicine.

Instantly Allays Irritation and Cures after a few applications.

THE PHARMACY,

22, Queen's Road Central.  
Tel. 315.

## FAIRALL & CO.

### SUMMER SALE.

WHITE & COLOURED  
VOILE DRESSES

from \$4.00

WHITE SATIN SHOES  
\$1.00

PHONE 644

PEDDER STREET.

  
**WRIST WATCHES**  
QUALITY-VARIETY-PERFECTION.  
**J. ULLMANN & CO.,**  
QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

**統辦環球貨品**  
  
**永安有限公司**  
八九一號

### UNIVERSAL PROVIDERS

Most up-to-date and Cheapest House in Hongkong.  
Address: DES VOUX ROAD AND OONHAUGHT ROAD CENTRAL.  
Telephone: Nos. 126 & 128



## G. P. LAMBERT.

AUCTIONEER, APPRAISER  
AND SURVEYOR.

## Public Auctions.

THE Undersigned has received in-  
structions to sell by Public Auction,  
onMONDAY, July 14, 1919,  
commencing at 11 a.m.,  
at his Sales Rooms, Duddell Street3 Underwood Typewriters,  
2 Remington Typewriters,  
2 Monarch Typewriters,  
25 Electric Fans &c.Also  
A QUANTITY OF  
SILVER & NICKELLED  
WATCHES.Terms:—Cash on delivery.  
GEO. P. LAMBERT,  
Auctioneer.

Hongkong, July 10, 1919.

## INTIMATIONS.

G. R.

THE PUBLIC ARE HEREBY NO-  
TIFIED that PUBLIC JINRIK-  
SHAS in the Peak district will not be  
available for hire after 9 P.M. daily.E. D. C. WOLFE,  
Captain Superintendent of Police.  
Hongkong, July 8, 1919.

## UNIVERSITY OF HONGKONG.

MATRICULATION AND LOCAL  
EXAMINATIONS JULY, 1919.OWING TO PEACE CELEBRA-  
TIONS the Papers announced for  
SATURDAY, July 10, in the above  
Examinations will be postponed to  
TUESDAY, July 22.N. TESDALE MACKINTOSH,  
Registrar.  
Hongkong, July 10, 1919.

G. R.

## NOTICE.

ALL PERSONS with the exception  
of those of Chinese race desiring to  
leave the Colony should apply in  
person between the hours of 9 a.m. to  
1 p.m. and 2 p.m. to 4 p.m. daily at the  
PASS OFFICE, Post Office Building.  
Applicants will be required to produce  
Passports or identification papers. All  
persons, with certain exceptions, who  
remain in the Colony for more than  
14 days are required to register them-  
selves under the REGISTRATION OF  
PERSONS ORDINANCE 1916. Forms  
of Registration giving the particulars  
required may be obtained at the G.P.O.  
and at all Police Stations.  
The Penalty for non compliance is a  
fine not exceeding \$50.

## NOTICE.

THE HONGKONG ELECTRIC CO.,  
LTD. desire to again draw the  
attention of Consumers to the following  
facts:—Owing to the delay, due to condi-  
tions created by the war, in obtaining  
new Plant, the Company find difficulty  
in carrying the load necessary for public  
and private supply especially during the  
hours between 6 and 10 p.m.  
Consumer of electric light supplied  
by the Company are therefore earnestly  
requested to use the utmost economy  
in the use of light and of fans during  
the hours mentioned in order that  
the possibilities of interruption in the  
supply due to breakdown of the  
machinery may be avoided. This  
particularly applies to the evenings of 18th  
and 19th inst. during Peace Celebra-  
tions, and consumers are especially  
requested not to use any electric light  
for illumination purposes.GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, July 9, 1919.

CAMERAS PLATES FILMS PLATES CAMERAS

## NEW CAMERAS!

JUST ARRIVED

PAGET PRIZE PLATES

AND PAPERS.

BUTCHERS REFLEX.

EASTMAN'S KODAK.

EASTMAN'S FILMS.

A large and new consignment of  
Photographic requisites now  
in stock.Developing, Printing and Natural  
Colouring for Amateurs given  
special attention.

## THE KWONG KWUI

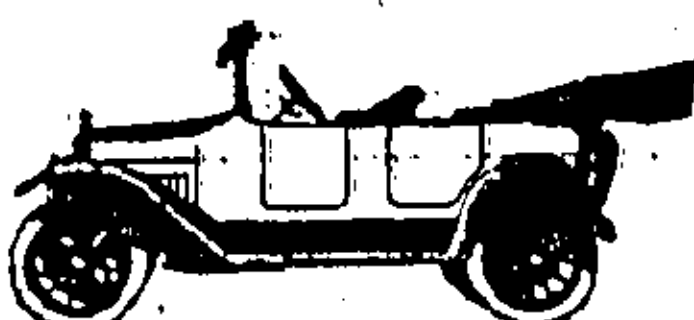
Photographers Association

Tel. 219. 60 Queen's Road Central.

STOCK OF NEW PHOTOGRAPHIC SUPPLIES

## INTIMATIONS

## METEOR GARAGE

Sole distributors of  
MAXWELL CARS.Automobiles for Hire  
and for Sale  
at reasonable Prices.Phone 2500.  
65 Des Vaux Road  
Central.理代泰豐  
The Natural Milk Food for Infants,  
Invalids and Nursing Mothers.  
We have just received a large consignment

粉奶牛洲澳

SHIU FUNG TAI & CO.,  
Agents for Hongkong and South China,  
No. 15 & 17, Cantonment Road Central, Hongkong.  
Telephone Nos. 1239 & 2330.

## DAIRY FARM NEWS.

KIPPER3! KIPPER3!

JUST RECEIVED

A New Shipment direct from  
Scotland.  
65 cents per lb.PEACE  
CELEBRATIONBUY YOUR  
FLAGS  
FROMGRACA & CO.,  
No. 10, Wyndham Street,  
P.O. Box 620. Hongkong.

## JAPANESE MAKERS.

Every kind of Footwear

MADE  
TO  
ORDERCHERRY & CO.,  
PEDDER STREET,  
Opposite Hongkong Hotel.  
Telephone No. 491.  
Hongkong, March 20, 1914.

## MACGREGOR'S

V.O.S.

(PARLIAMENT BLEND)

FINEST LIQUEUR

SCOTCH WHISKY.

EXTRA SPECIAL

FINEST LIQUEUR

WHISKY.

CALDEBROOK, MACGREGOR

&amp; CO.,

15, QUEEN'S ROAD CENTRAL,  
HONGKONG.The  
"Three Castles"  
Virginia Cigarettes

## MAGNUMS

Better because larger.

The tobacco in the Mag-  
nums is the same, bright  
Virginia tobacco found in  
ordinary Three Castles.The difference in size  
makes the Magnums a fuller,  
richer cigarette  
while retaining  
all the mild flavor  
of the smaller  
cigarette.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

THE CADDIE AS  
HUMORIST.As a student of human nature in  
its varied moods, and especially in its  
least guarded moments, the golf  
caddie has opportunities which fall  
to few; and those who know him best  
scarcely know which to marvel at  
most—the keenness of his perception  
or the terse, graphic way in which  
he gives expression to it.  
This is more particularly true of  
the caddie north of the Tweed, who  
is not only a shrewd student of men,  
but an unconscious humorist of a  
very refreshing type. Ask him to  
describe any one of his patrons, and  
he will sketch him for you to the  
life in a sentence as clever as it is  
often unfattering.  
When a golfer wished to identify  
on the St. Andrews links a gentleman  
who was only known to him by  
name he asked his caddie what  
manner of looking man Captain  
Black was. "Eh, weel," came the  
answer like a flash, "he's just a  
bull-necked, hog-backed, bandy-legged  
chiel, and shapes fine for a golfer."  
Not a complimentary picture, it is  
true; but was ever portrait sketched  
in words with more terseness and  
vigour?

## NO CAMOUFLAGE.

No one has a loftier contempt than  
the caddie for the man who sails  
under false colours, as the following  
stories prove. When a golfer asked  
his club-carrier what a certain player  
with a pronounced military swagger  
was, the boy replied in accounts of  
scorn, "I don't rightly ken the man's  
name, but he's a major or something—  
at least he's no real major, but he  
married a major's widow and took  
the title."  
Another caddie was standing at  
the first tee holding a gorgeous  
tartan bag filled with new clubs.  
"That's a gran' bag ye have there,  
Jimmie," said a golfer to him.  
"What have we here to-day? The  
Chisholm. The Macgregor, or the  
Macintosh?" "Na, na," answered  
Jimmie with a sniff eloquent of con-  
tempt, "it's just simply Mr. Moses  
Levy."As a critic of morals, too, the Scots  
caddie has his own views as decided;  
if not as orthodox, as those of any  
minister of the kirk. A caddie (the  
story is told by Mr. Horace Hutchin-  
son), once testified to his master's  
merits in these terms: "He's a fine  
free-spoken gentleman; but while  
blasphemous," and, inasmuch as  
the remark in the mouth of  
this particular critic transgressed  
flagrantly the spirit  
of the proverb about glass houses  
and the throwing of stones, a further  
question was put with the view of  
eliciting the caddie's views upon the  
moral heinousness of profane swear-  
ing. "Swearin'," said he, "ou-aye,  
it's awfu' wicked; but," he continued,  
suddenly abandoning the position  
of the stern moralist for a more  
aesthetic standpoint of criticism—"but

it's a gran' set-off to the conversation."

But there is a time for "swearin'"  
as for most other things, and it is  
well to keep strong language in check  
when it interferes with the game.  
This at least was the opinion of a  
caddie whose employer had been  
making the air quite sulphurous with  
his language, with disastrous effects  
on his play. "Min, major," said the  
censor at last, unable to suppress his  
protest any longer, "if you wad keep  
your tongue aff the ba' and your e'en  
on it, you woud play better."This however, was not the view of  
another caddie who was accompany-  
ing a young divine on one of his first  
rounds of the links. At each fozzled  
shot the cleric set his teeth more  
grimly, and grew more purple in the  
face, until at last his companion  
could stand it no longer. "Out wi'  
it, man!" he exclaimed in a tone  
half of command, half of entreaty;  
"oot wi'-th' swear, for you'll never  
learn to play goff if ye dinna."A similar story is told of a Scotch  
minister, whose ball found its  
way with exasperating persistency  
from one bunker into another, with  
results that began to threaten an  
appetetic seizure. Nor a word, how-  
ever, escaped his tightly-set lips  
until in despair he at last exclaimed,  
"It's nae guid, Donald! I'll hae to  
gie it up." "Gie what up?" queried  
Donald. "The kirk or the goff?"  
Eh, man, ye mauna think of desairin'  
the goff!"Very different was the counsel  
given by another caddie to a novice  
who had missed the ball with every  
one of his clubs. Turning in despair  
to the boy, he asked, "What woud  
you advise me to take next?" "Tak'  
next!" was the disgusted answer.  
"I'm thinkin' ye'd better tak' the  
next train home." And he did.  
The last charge that can be  
brought against the average Scots  
caddie is that of flattery. Not only  
is he no respecter of persons—he  
will speak his mind as frankly to a  
marquis as to a major—but his  
candour often takes the most un-  
flattering forms, as in the case of  
the one who was asked by his em-  
ployer what he thought of another  
golfer's game. "Ca' him a gol-  
fer?" was the scornful reply. "He  
canna play a dam-why, he's no  
muckle better than yersel." Or that  
other caddie to whom the golfer,  
after a good stroke, turned for a word  
of congratulation. "That was a good  
one, Jock?" he said with pride.  
"Ah," said Jock, "it's the first shot  
ye've struck at a' these three days!"Better still, perhaps, is the story of  
the stranger to the links, who, after  
describing his excellences to this  
caddie, inquired about the form of  
Colonel—, with whom he was fixed up  
to play a match. "The Colonel's  
verra verra bad; sir; shockin' bad,"  
was the answer; he canna play at  
a'!" "Ah!" said the stranger,  
delighted to hear such a report of his  
adversary, "then I'm sure to beat him,  
what?" Na, na, answered the boy"I'm thinkin' ye'll no' beat the  
Colonel."

## DISCONCERTING.

Equally disconcerting was the  
answer given by another of the clan.  
His master had been playing simple  
disgracefully, and partly by way of  
apology, partly hoping for a word of  
encouragement, he turned to his  
caddie and said, "I'm playing  
abominably. Did you ever see a  
worse player?" The boy remained  
silent, with a far-away look, as if  
absorbed in thought. "Have you  
ever known a worse player?" the  
question was repeated, when at last  
the answer came, "I'm just thinkin',  
sir."On the second day of a golf match  
one of the competitors appeared in a  
new suit of a very startling pattern,  
but unfortunately his play was by no  
means as striking as his raiment.  
After missing several easy puts he  
turned to his caddie and exclaimed,  
"What on earth can be the matter  
with me? I played a good deal  
better yesterday." The boy thus ap-  
pealed to put on an air of wisdom  
and delivered himself thus, "Ye sud  
never play goff in a pair o' new  
breaks; for ye'll aye be lookin' at  
them where ye sud be looking at  
yer ba'."Even a grave and revered "bailie"  
has no terror for the club-bearer  
who is not given to frankness, as this  
story is proof. A caddie had been  
sent to prison for drunkenness by a  
gentleman who had only recently  
been elevated to the bench; and when  
he was a free man again he was en-  
gaged to carry the clubs of the Justice  
who had sentenced him to duress.  
At a crucial point of the match the  
"bailie" had a putt of less than a  
foot to save the hole. He missed it.  
This was the caddie's opportunity.  
"Ah," he said sadly, as the "bailie"  
turned away in disgust, "there's many  
a man been sent to jail for far less  
than that!"

## MERCY!

Equally amusing is the story of the  
two confident player, who, having  
before him a hole of 350 yards,  
observed that it was "merely a drive  
and a putt." Having missed his drive  
completely, his caddie turned to him  
in encouragement in his voice, and said,  
"Now, for a de'il o' a putt!" As  
also that of the caddie at St. Andrews  
who after watching the English novice  
raise huge divots at every stroke,  
could restrain his indignation no  
longer, and exclaimed, "Hoot, roon!  
Have mercy on put' auld Scotland—  
Glasgow Weekly Herald."

## CAN YOU AFFORD THE RISK?

WERE you ever seized with a severe  
attack of cramp, colic, or diarrhoea  
with just a bottle of Chamberlain's Colic,  
and Diarrhoea Remedy in the house?  
Don't take such risks. In case of  
two ailments you before a doctor could  
possibly be called, and it never fails  
even in the most aggravated and danger-  
ous cases. For sale by: All Chemists and  
storekeepers.

## G. FALCONER &amp; CO., LTD.

WATCHMAKERS &amp; JEWELLERS.

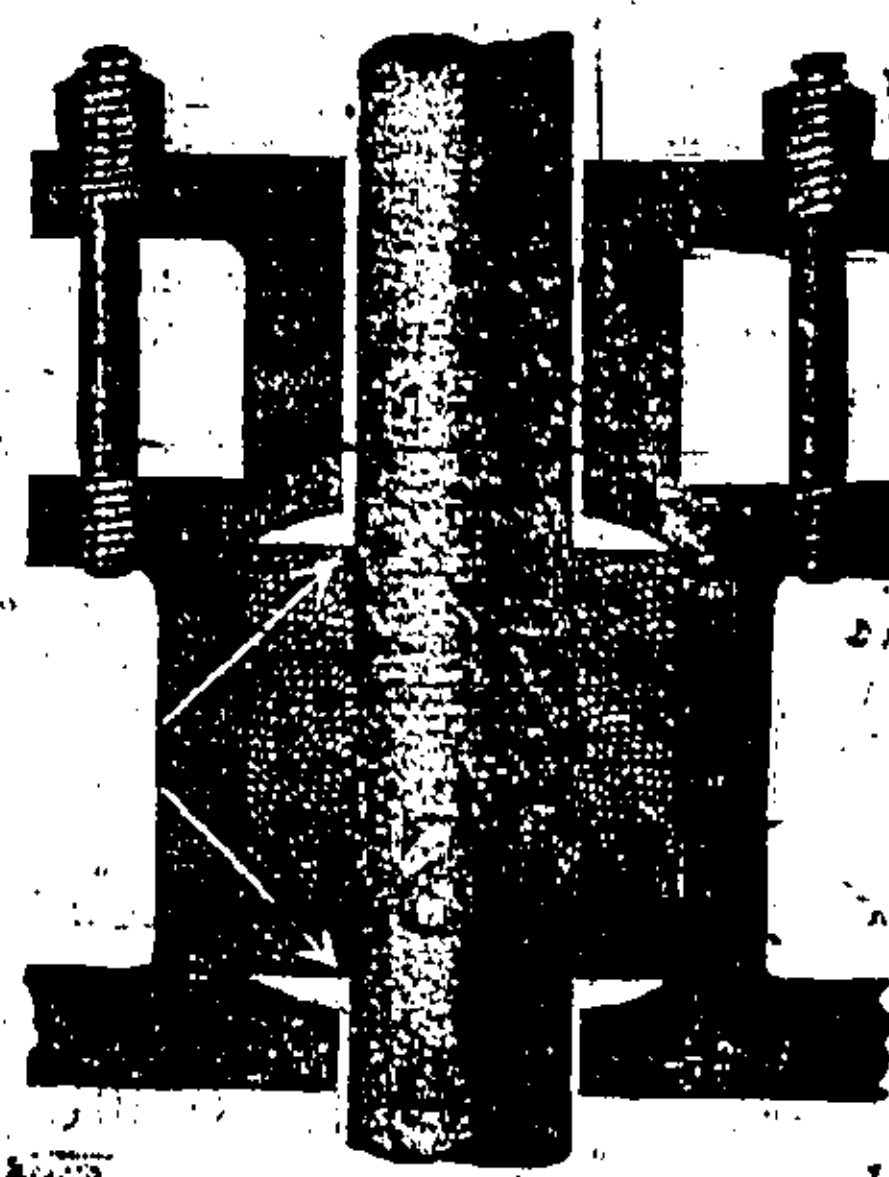
Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS and TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
BENSON'S ENGLISH WATCHES,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.MACARONI, PASTE STARS, EGG NOODLES,  
VERMICELLI,

AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best  
Quality containing a large percentage of Gluten. Starch and Gluten are the  
principal components of Flour. Gluten is easier to digest and contains more  
nutrient than Starch. Manufactured under the most sanitary conditions.  
Large quantities have been exported to various important cities in the World.  
Terms moderate, especially for Agencies. Orders executed promptly.THE HING WAH PASTE MANUFACTURING CO., LTD.  
Head Office: No. 47 and 49, Cantonment Road, Central, Hongkong; Tel. 1239 & 723.  
Principal Factory: No. 71, North Soochow Road, Shanghai, China; Telephone 3 884.  
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.  
Cable Address: "HINGWAH."

## "SKOOKUM"

UNIVERSAL DIAGONAL  
CROSS EXPANSION  
PISTON PACKING.SOLE AGENTS FOR  
HONGKONG AND  
SOUTH CHINA:—GERIN, DREYER & Co.  
Hotel Mansions.

## HOTELS AND CAFES.

## THE HONGKONG HOTEL CO., LTD.

Operating:—  
THE HONGKONG HOTEL ..... The leading Hotel in the Far East.  
THE REPULSE BAY HOTEL ..... The coming seaside resort of South  
(opening in the Summer of 1919) China.  
THE HOTEL MANSIONS ..... The headquarters of the Canadian  
Pacific Ocean Services and the leading  
Office premises; American business concerns.The Hotel Company, having recently extended their cold storage plant  
and instituted motor transportation, are specializing in outside catering such  
as banquets, dances, picnics, etc., and are prepared to supply all necessary  
equipment, decorations, furnishings, and music.  
Quotations may be obtained on application at the Hotel Main Office, or  
representative will call on communicating with.  
Telephone No. 453, Catering Department.  
Telephone No. 1673, Manager.  
J. H. TAGGART, Manager.

## THE PEAK HOTEL.

1,500 Feet above Sea Level.  
15 Minutes from Landing Stage.  
Under the Management of  
Mrs. BLAIR.

## KING EDWARD HOTEL

CENTRAL LOCATION  
ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting  
A European Baths and Sanitary Fittings, Hot and Cold Water System  
throughout. Best of Food and Service.  
Telephone 313. Telegraphic Address: "VICTORIA."  
J. WITCHELL, Manager.

## PALACE HOTEL

KOWLOON.  
(Two minutes from Star Ferry).  
Recently renovated and refurnished, electric light and fans throughout  
and entirely under new management. Cuisine under the personal supervision  
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to  
families on application to  
Telephone K. 3. Telegraphic Add: "PALACE."  
J. H. OXBERRY, Proprietor.

## CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)  
ICE HOUSE STREET.  
Under American Management. Nice and quiet yet only a few minutes  
walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine,  
scrupulously clean. Moderate Terms. Monthly and Family Rates on  
application to the Proprietress. Launches meet Passenger Buses.  
Telegraphic Address "CARLTON."  
MRS. F. E. CAMERON.BLUE  
BIRDICE CREAM  
PARLOUR  
AND CONFECTIONERSTANG YUK, DENTIST,  
Successor to  
the late SIEN TING,  
14, DAUGUARD STREET.  
TERMS VERY MODERATE  
Consultation free.

## FRENCH LESSONS

G. ROUSSON,  
15, MORTIMER HILL ROAD.



**Hughes & Hough**  
AUCTIONEERS TO THE GOVERNMENT.  
General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.  
**PROPRIETORS**  
"To-Kwa-Wan" Coal Storage.  
Coles used  
Bentley's  
A. & C. 4th & 5th Editions.  
A 1 Telegraphic Code.  
Telegraphic Address  
"HONGKONG" HONGKONG.  
**PUBLIC AUCTIONS**

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on  
**SATURDAY,**  
July 12, 1919, at 12 o'clock noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,  
**20,000 RED JAPANESE LANTERNS,**  
And  
A number of lots of decorations.  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, July 10, 1919.

(For Account of the Concerned), on  
**TUESDAY,**  
July 15, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,  
**A LARGE ASSORTMENT OF TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED DOUBLE AND TWIN BEDSTEADS, CURTAINS, CARPETS, &c.,**  
Comprising:—  
Chesterfield Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c. Bath Room Utensils, Electro-Plated Ware,  
Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screen, Side Tables, Chairs, Cabinets, Pictures & Oil Paintings, Several Carpets new and second-hand.  
Also  
Pianos by Collard & Collard (good tone), and Electric Ceiling Fan.  
And  
Several Typewriters (Brief Size). (Full Particulars from Catalogue).  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, July 9, 1919.

(For Account of the Concerned), on  
**TUESDAY,**  
July 15, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,  
**A LARGE ASSORTMENT OF USEFUL HOUSEHOLD LINENS, DRAWN WORK, & EMBROIDERIES,**  
Comprising:—  
**HOUSEHOLD LINENS:**—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.  
**DRAWN WORK:**—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.  
**EMBROIDERIES:**—Bedspreads, Table Covers, Tea Cloths, Runners 18 by 54 in. 1160  
A few lots of Suit Cases and Attache Cases.  
(All new goods and small lots to suit purchasers).  
(Full Particulars from Catalogue).  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, July 9, 1919.

**TAIYO & CO.**  
(JAPANESE)  
BOOTS AND SHOES  
MADE TO ORDER  
No. 24, Wyndham St.  
Illustration of a shoe.

**INTIMATIONS.**  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
AN INTERIM DIVIDEND of THREE and HALF DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 23, on which date Dividend Warrants may be obtained on application at the Company's Office.  
The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 23, (both days inclusive) during which period no transfer of shares can be registered.  
By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary.  
Hongkong July 9, 1919.

**THE HONGKONG CENTRAL ESTATE LIMITED.**  
AN INTERIM DIVIDEND of FOUR DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 23, on which date Dividend Warrants may be obtained on application at the Company's Office.  
The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 23, (both days inclusive) during which period no transfer of shares can be registered.  
By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary to the General Managers.  
Hongkong, July 9, 1919.

**THE WEST POINT BUILDING CO., LTD.**  
AN INTERIM DIVIDEND of THREE DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 23, on which date Dividend Warrants may be obtained on application at the Company's Office.  
The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 23, (both days inclusive) during which period no transfer of shares can be registered.  
By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary to  
The Hongkong Land Investment & Agency Co. Ltd.  
General Agents for the  
West Point Building Co., Ltd.  
Hongkong, July 9, 1919.

**MEE CHEUNG PHOTOGRAPHER**  
Ice House Street.  
Just Arrived.  
**KODAKS**  
from \$1.50 up.  
Branch Opposite City Hall.

**PUBLIC AUCTIONS.**  
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on  
**TUESDAY,**  
July 15, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,  
To be sold without reserve.  
One large Zion Silk Flag 10 ft. by 7 1/2  
One small do 6 ft. by 4  
One large Woollen bunting Zion Flag 10 ft. by 7 1/2  
Two small do 6 ft. by 4  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, July 10, 1919.

**WITHOUT RESERVE.**  
**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on  
**MONDAY,**  
the 21st July, 1919, at 11 a.m., at Kwong Tung Cheong's Shipyard, To-Kwa-Wan,  
**ONE COMPLETE SET ENGINES AND BOILER**  
IN GOOD WORKING ORDER.  
DESCRIPTION:  
Set of Compound Engines, 16 x 33, by 24 stroke.  
Boiler, 12 x 10 1/2, working pressure 120 lbs. on Veritas survey.  
To be sold in one lot.  
Inspecting orders and further particulars may be had from the undersigned.  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, July 4, 1919.

**WANT ADVERTISEMENTS**  
25 WORDS 3 INSERTIONS, \$1. PREPAID.  
Each additional 5 words 4 Cents.

**LOST.**  
LOST, Stolen or Strayed from No. 23 Humphreys Building, Hanoi Road, Kowloon, on the 9th instant an English Setter Bitch white with black tick markings, answering to the name of "Lady." Return at once to P. W. GOLDRING.

**WANTED.**  
**ENGINEER FOR LOCAL WORKS.**  
Thorough shop training in mechanical engineering and experience in charge of steam plant essential. Apply Box No. 1119 c/o "CHINA MAIL."

**TO LET.**  
TO BE LET—LARGE GODOWN No. 141, Praya East, Fronting the Harbour. Apply to E. HING & CO. 25, Wing Woo Street, Central.

**TO LET.**  
Furnished for 12 months No. 87 The Peak (No. 1 Stewart Terrace) containing 3 Bedrooms and bath-rooms, hot and cold water, Drying room, Dining room, Drawing room, Sitting room and usual offices and servants' quarters, also large garden. Possession 15th July. Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LTD.**  
Alexandra Buildings.  
Hongkong, July 3, 1919.

**MADAME FLINT**  
At the beginning of July will  
OPEN A NEW BRANCH of her  
**DRESSMAKING & MILLINERY ESTABLISHMENT**  
— AT THE —  
Corner of Queen's Road Central  
and Wyndham Street.  
(THE VICTORIA PHARMACY)  
Madame Flint desires to announce to her Customers that  
Mlle. Flint is at present in Paris and is forwarding the latest Parisian Styles by every mail.

**WISEMAN LTD.**  
JUST ARRIVED.  
Confectionery from England.  
**PASCALL'S FAMOUS BUTTER-SCOTCH. EVERTON TOFFEE. JORDON TOFFEE.**  
AND  
**ALMOND ROCK.**  
This is the first arrival of Confectionery from England since  
**1916.**  
**WISEMAN LTD.**

**LONG HING & CO., PHOTO SUPPLIES.**  
Kodaks and Kodak Films, &c., &c.  
DEVELOPING & PRINTING A SPECIALITY.  
No. 17, QUEEN'S ROAD CENTRAL, HONGKONG.

These Cigarettes are made of selected Mild leaf tobacco and quite harmless to those who are accustomed to inhale.  
**NANYANG BROTHERS TOBACCO CO.**  
165, Des Voeux Road, Hongkong.

Illustrations of cigarette packs: The Globe, The Navy, The Raven, 20.

六 港 香 總 仰 德 吸 凡 天 華 報 南  
十 中 港 發 共 益 者 我 下 人 珠 南  
五 一 德 行 提 國 牌 同 製 製 南  
號 百 輪 所 售 貨 香 烟 雙 喜 香 烟

**THE VORARLBERG.**  
One little part, at any rate, of war-weary Central Europe seems to be finding a good home, of its own choosing. The Swiss have been induced to open the doors of their Confederation to the 140,000 inhabitants of Vorarlberg, part of the little peninsula of Austrian territory (its western extremity), which is tucked away between the south-east end of Lake Constance and the Arlberg Pass—the highest point on the Inn Valley road between Constance and Innsbruck. Switzerland was wisely shy, at first, of annexing anybody, even the most eager petitioners for annexation. The fate of the German, Austrian, and Russian annexers of the old Poland and of the German annexers of Alsace-Lorraine has freshened the interest of sensible men like the Swiss in the curses designated for removers of landmarks. But the plebiscite in the Vorarlberg seems to have had a result about as near unanimity as any such vote can go. The district is Swiss in character, feeling, and occupations. Long before the war the competition of its dairy produce and embroideries was a staple little purveyor to Swiss-producers of these things, especially after the Arlberg Tunnel was made. North and north-west of the Vorarlberg all is German, including 126 out of the 302 square miles of Lake Constance, over which the Zeppelins learned flying. The country north of the Vorarlberg was Germany's nearest approach to an Alpine province. It was only a part of the north slope of a low limestone range, and this deficiency used to be a subject of lament during the period of expansive German Imperialism. The Vorarlberg and the country west of it have a good deal of historical interest. In the Swiss Canton of Aargau, at what is almost the meeting-point of the Rhine and the Rhine, originated the Habsburg dynasty, which has just lost Austria-Hungary, the winnings of six hundred years of war and diplomacy. In the same little canton are the castle of the first Hohenzollerns, whose descendants have just lost Germany, and also the birthplace of the Emperor. The House of Savoy was cradled a few miles away. From the little tract of stone, snow, and sub-Alpine meadow from which the Rhine and the Danube, the Rhone and the Po go down to all the quarters of Europe there also descended in all directions a group of energetic humblers of prey whose ambitions were to make the map of Europe and decimate its inhabitants. From a peak in the Pennine Alps you can see, if not their actual eyes, the country about them all, and over the Lombard plain and the sea you may also, on very clear days, see from the same point Northern Italy, the source of the only modern counterpart of these august troubles of the earth. It was at Constance, in sight of the place where the Zeppelins took their exercise, that in 1417 the Kaiser's family was invested with the March of Brandenburg, the nucleus of modern Germany, and for some fifty years before and after that time the Habsburgs were, piece by piece, seizing the Vorarlberg. The wheel has come full circle, strangely. The Habsburg and Hohenzollern rulers have fallen out of the sky. And now to the Alps, which first sent them out into lowland Europe to its tune, there turn for refuge a handful of the long descendants of their early victims, seeking escape from the perils of being, in what was Habsburg Austria and near what was Hohenzollern Germany.

**USING THE PRESS.**  
Is it a sign of the decay of Parliament that public men seem more than ever inclined to write to the newspapers instead of keeping their views for the House of Commons? Palmerston was supposed to be an assiduous cultivator of the press, but even he, when asked by an important editor for an article on foreign policy, intimated that he was not going to spoil the market by entering in the press what he could say more effectively in the House of Commons. We have certainly moved from that position, for not a day passes without members of the House putting on record their views in long letters to the newspapers, and in some cases members who used to be frequent speakers seem to keep their best shots for the papers. Even Ministers write more often than they did, apart altogether from other methods of getting their views on record in the press without too open disclosure of their identity. Perhaps this may be accounted for by the fact that nearly everyone reads a newspaper letter with a well-known name signed to it, while hardly anyone reads long speeches nowadays, especially if delivered in the House. Some of our politicians nowadays almost rival Sir William Harcourt in his palmy days of letter-writing—and there are many more of them.

**CRAMP COLIC.**  
NO need of suffering from cramps in the stomach or intestinal pains. Chamberlain's Colic and Diarrhoea Remedy never fails to relieve the most severe cases. Get it today, there will be no time to need for it after the attack comes on. For sale By All Chemists and Storekeepers.

**NOTICES.**  
FOR  
**CARS on HIRE**  
Experience  
Expert  
**A Large Number of New and Comfortable Cars Always in Readiness.**  
**MERCURY GARAGE CO.,**  
30-31, Des Voeux Road Central.

**GREEN ISLAND CEMENT PORTLAND**  
In Casks of 375 lbs. net  
In Bags of 250 lbs. net  
**SHEWAN, TOMES & CO.**  
GENERAL MANAGERS

**RED LANTERNS**  
FOR  
**PEACE CELEBRATIONS.**  
At Reduced Prices.  
**NIKKO**  
FINE ARTS CO.  
PACKING CONTRA  
HONGKONG HOTEL  
Tel. No. 1259. All Goods

**HORLICK'S MALTED MILK**  
Pure full-cream milk, enriched with barley and wheat in powder form. Keeps  
**THE FOOD DRINK FOR**  
A refreshing and sustaining beverage instant by the addition of hot or cold water. No cooking. Nourishing.  
SOLD BY ALL CHEMISTS AND STORES  
**HORLICK'S MALTED MILK COMPANY**  
SLOUGH, BUCKS., ENGLAND.

**A Belt for every D**  
From the thin lithe belt of high-speed fan to its slower and tremendously strong brother rolling machines, the whole in belts in leather and cotton is manufactured at the Walker Tanneries.  
Over ninety-four years in the manufacture of Belting, raw state to the finished product, given us a fund of knowledge, we are prepared to place at the belt users.  
If you are in trouble with a drive, send particulars, and pleased to  
our Range for reference.  
Wm. Walker & Co.  
Contractors  
H.M. Co.

Illustration of a belt.

**DEAFNESS**  
AND NOISE IN THE HEAD.  
Scores of apparently "hopeless" cases have been completely cured by the well-known "French" system. NOTHING EQUALS THIS SIMPLE REMEDY. Price 4/6 per Box. Booklet Free.  
"Oriental" Co., Station Rd. Croydon, Eng.  
Any good class Druggist can obtain this remedy for the sufferer, or it can be obtained direct from the "Oriental" Co. in 10/6 packets of cure.

**MUMFORD**  
Japanese Photographs  
All kinds of Photographs in latest styles also  
Developing and Mounting  
No. 84, Queen's Road  
Tel. 254



# ATSON'S GINGER-BEER

Patented Stone Ginger-Beer in the Far East.

Stone Ginger-Beer is the flavour produced  
mentation; without this no Stone Ginger-Beer  
can be said to be genuine.

100 per dozen.

MARK

N & CO., LTD.,

MANUFACTURERS.

Phone No. 436.

well Ltd

TELEPHONE 346

MANUFACTURERS

CLASS FURNITURE.

SPECIALISTS

FURNISHING

INTERIOR DECORATION.

OFFICE, & SHIPPING.

Mail.

SERVICE.

July 11, 1919.

COURSES.

and professes a bad memory. We may be sure his library was well pencil-marked and tiled. Emerson fastidious in his "an impatience and fastidiousness in colour or pretence of any kind," and we too can see the expression of it; but literary abhorrence of humbug is no guarantee of its entire absence from the writer. The world's a stage, indeed, as Shakespeare says, and each man in his time plays many parts. He plays more than Shakespeare dreamed of, for the literary temperament goes playacting too, and the writer struggles before himself as audience, in all the before sincerity of art. Here, for example, is a little poem by a young man killed in the war. The literary list might call it insincere, since such a poet could not have believed himself a fool. It is the simple sincerity of it which convinces us, and once more persuades us that anybody, we included, could have written it. Ah! But could we? We can feel it, hence our appreciation:

"I think that I shall never see  
A poem lovely as a tree;  
A tree whose hungry mouth is prest  
Against the earth's sweet flowing breast.

A tree that looks at God all day;  
And lifts her leafy arms to pray;  
A tree that may in summer wear  
A nest of robins in her hair;

Upon whose bosom snow has lain,  
Who intimately lives with rain.  
Poems are made by fools like me,  
But only God can make a tree.

Had these delicate fancies been expressed in quaint but measured prose, and interlarded with apt quotations from the classics, we should have had a short essay in Montaigne's best manner. As to his "invincible frankness," we have already said that it is not to be taken too literally. There is something Shavian in it, akin to the immodesty of G. B. S., which shames many another man's modesty. He is not to be classed as a sceptic as Emerson did, but on the other hand he is not the pious Catholic that the author of "The Gentle Life" would have him. Had he been that, he would have been a Pascal, a writer of whom he was assuredly the literary father, though Pascal did not absorb his liberalism. As for Montaigne's claim to have written in good faith (*est un livre de bon foi*) we do not doubt it, but we repeat the warning that it may be all that and yet inexact. See the essay on cannibals. When he confides that he is a great lover of white wines, none must go away saying that he confessed he was a drunkard. It were as reasonable to call him a Bolshevik. Saintsbury denies him true essay quality, which he defines as the discussion of some special point, with permissible digressions. That sort of thing is to take a tape-

measure to a rainbow. Your lovely essayist does precisely what Montaigne did, stringing odd thoughts in a garland of fancy, regardless of rules, naively revealing a delightful personality, with egotism but without vanity. Literary criticism that seeks to classify such writings, or to measure them by standard, overshoots the target, and bungles. When a man says that he has read Montaigne, and enjoyed him, he has said all that may safely be said. "Form in literature" may be a right thing, but in such protean work it is at once idle to look for it and foolish to deny it. As Emerson says, we are dealing with "an extraordinary liberty" the words of which are "vascular and alive." If we like it we must like it much.

"O, TO THINK OF IT."

Think of it! They are fishing the trout streams at Home now. While we out here are doing what we are doing, they are standing where running water sings, aiming the huckle at the swirl below the mossy boulder where the big one is suspected to lie.

Down the footpath through the oak planting, by the millwheel, over the weir, and up through lush meadows to where hazel bushes fringe the stream, they went. Great elms spread their arms over it as if to bless it, and water voles watch their suspiciously. You'd see where the water hurries down a steep place it is fretted and shallow. Below where the stream broadens it is like a mirror, and quiet coveys come down to picture themselves in it. Just here, where the big boulder makes a little island in the middle of it, it is a swirling torrent, curling over the bows of the boulder as shavings from a spokeshave, making blisters of froth that dance down like children hastening to join a procession, later on to swim slow and stately to the sluice barrier. Astern of the boulder, which seems to be tearing madly up stream if looked at right, there is an eddy and a large hope. The new tail-fish neatly dropped on the edge of it must fetch him.

Or perhaps they have flogged the stream this far, and are now resting, waiting till it is time to put on a willow fly. They have brought Walton in the creel and tobacco, and are leaning back. "The trout is a fish highly valued," says Isaac, who comes in and goes out of season with the stag and buck, "and it certainly isn't his fault that 'his name is of German origin'."

The song of the river is low and sweet, an antiphony to Pan's fluting, and the air is athrill with the insects' drowsy hum. So green, so green, so soothingly, richly green is the scene, and piled on the skyline beyond the river a vast cumulus, pearly and contoured womanwise.

That's where they are, the lucky, lucky blighters, and we are here. Let's not think of it. It is too agonizing.

## THE PIRATES.

Because they didn't kill, but only wounded, a man said this morning that the pirates so smartly captured by our water police cannot be hanged. He thought they would get off with two years apiece. It is understood that this is not so. Piracy is a hanging matter, and if these men are convicted, we hope there will be no squeamishness to prevent them dangling. "Taking a ship within the jurisdiction of the Lord High Admiral from the possession or control of those who are lawfully entitled to it" is piracy, even if no shot be fired. See A. G. for Hongkong v. Kwok-a-sing, 1873, L. R. 5 P. C. 179. The story as presented in yesterday's *China Mail* showed an intolerable effrontery in the fellows, and if after trial the jury finds that they were the men who did it, and that they did it so, then they should be made an example of. The freedom of our harbour is a part of the freedom of the seas. Our navy has done more to suppress piracy even than it did to put down slavery, and to have the horrid crime reappearing almost under the guns of our forts is an insult to it and to the flag.

## "CAN DO."

In one of the interesting articles he has been writing for *The Times*, Professor Middleton Smith makes a little slip about pidgin English. He says "can do" means "good enough." It carries that sense in English, of course, but not in pidgin English. It did, its negative, "no can do," would mean "not good enough," instead of "impossible." There is a much stronger affirmation in "can do" than the Professor supposes. It may be true that "good enough" invariably means guesswork and not scientific accuracy, but that is in professional English, not in pidgin English. Here in Hongkong the magic words "can do" are always good bearing. We cannot recall the pidgin equivalent for "good enough" (if there is one) but it has the maskee, element whatever it is. There is nothing of maskee in "can do." The Professor on Engineering "can do," but on pidgin English he "no blong ploppa fashion." In fact he seems to have dropped into the guesswork he deplora.

## GERMAN TRADE.

The men who were called "pro-Germans" for using their common-sense about trade with Germany after the war can now say "we told you so," if they so desire. The "never again" patriots, those who flooded the country with those effective posters showing the Hun changing his bayonet for the sample-case, have had their innings. They will now begin to have second thoughts and claim that they thought so all along. They will say, now that other nations are arranging to trade with the Germans, that they never meant to boycott them permanently, but only to exclude them from personal relations for a while. They will say they never said that trade with Germany should not be engaged in by patriots and neutrals. They will say, what common-sense saw long before, that you cannot eat your cake and have it, and that if we want to "make the Germans pay" we must allow them to earn the wherewithal. Manchester has a Chamber of Commerce at Cologne now, after giving the French and the Belgians a good start. The best excuse these fiery patriots (who were so intolerant of common-sense during the war) can give now for their change of front is one they might not think of for themselves, so we help them. The last proclamation by the King announced that His Majesty had made peace with his enemies, and called upon all subjects loyally to observe it. They can therefore say, if they like, that they feel obliged to observe this in the spirit and in the letter. You cannot be at peace with a man you "hate." Thus the dollars will begin coming, and virtue will be its own reward.

## THE SCUTTLED FLEET.

If the "Naval and Military Record" was right to say on May 23 that "pending the decision of the Peace Conference, the ships at Scapa are officially regarded as German property," may it not be argued that the German custodians had a right to do what they did? Local debating societies have a chance here.

## LOCAL AND GENERAL.

To-day's dollar is worth 3s. 6d.

To-day's return shows one case of plague and one of enteric.

Playing for the Australian Headquarters XI at Oxford on May 23 S. C. Trumper made 155 and S. C. Beveridge 107, both not out.

The China Navigation S.S. "Taming" (Captain Plunkett Cole) arrived from Hilo yesterday with 2,300 tons of raw sugar for the Takoo Sugar Refinery.

The U. S. Shipping Board S.S. "West Munhan" arrived from Portland, Oregon, this morning. She brought 5,000 tons of hemp for other ports, and 2,500 tons of scrap iron, tobacco and paper for Hongkong.

Mr. W. R. McCallum, who has been sub-agent of the Hongkong and Shanghai Bank at Colombo for the past five years, has retired and left for Home. Prior to his departure, the clerical staff of the Bank presented him with a large brass tray on which a record of his services to the Corporation was engraved in a series of shields. Mr. J. D. Smart has succeeded Mr. McCallum.

The Rev. A. T. W. Dowding, until recently the chaplain of St. Andrew's Church, Kowloon, has gone to Java to carry on for a few months the work vacated by the Rev. L. W. Coleman, who has been compelled, through illness, to go home. It was authoritatively stated when Mr. Dowding left here that his return home was imperative owing to illness in his family. His stop-over at Singapore, and this side-trip to Java, suggest that even in the Church George Washington has 'em beaten.

## R.A.M.C. MEMORIAL FUND.

The following acknowledgements are made for subscriptions to the R.A.M.C. War Memorial Fund, up to date:

NAME OF SUBSCRIBER.	AMOUNT.
The Hon. Mr. Lau Chu Pak	200.00
The Hon. Mr. Ho Fook	200.00
Sir Robert Ho Tung	200.00
Mr. Chan Kai Ming	100.00
Mr. Li Po Kwai	100.00
Mr. Chau Tung Shang	50.00
Mr. Lau Tak Po	25.00
Mr. R. Kotewall	25.00
Mr. Ho Kwong	25.00
Mr. Lau In Chung	25.00
Captain H. E. Murray, I.M.S.	15.00
Captain H.M.C. Macaulay, R.A.M.C.	10.00
Mr. G. B. Crisp, R.A.M.C.	70.00
Major G. D. R. Black, H.K.D.C. M.S.	100.00
A late patient	5.00
Dr. Graham Reynolds	25.00
The Hon. Mr. S. H. Dodwell	100.00
Total to date	\$1,275.00

## BRITISH SHIPMASTER JAILED AT SAIGON.

### OBSCURE CHARGE OF CONTRABAND.

The British Officers of the Kung Yuen Co's (Hongkong) s.s. "Lien-shing," particularly Captain Muir, had an unpleasant experience with the French officials at Saigon last month.

In the early hours of June 11, Mr. Cullen, Chief Officer of the "Lien-shing," was awakened by French Customs Officers and told that contraband, three packages of aniline dyes, were found on a sampan close to the ship. Mr. Cullen referred the officials to the second officer, Mr. Duguid, who in turn passed them on to Captain Muir.

The officials wanted Captain Muir to visit the Sampan to see the seized articles but the Captain refused to do this. They then warned him to appear at the court of instruction the same day but Captain Muir would not accept a verbal order for this.

Later he received instructions through the ship's agent to attend at 3 p.m. Not being thoroughly aware of the circumstances Captain Muir attended thinking it was an enquiry. He was promptly jumped on by the judge who resented the nonchalant attitude of the Captain. The latter was rather surprised to find himself charged. The officials alleged that the "Lien-shing" had brought contraband.

The charge said that Customs officials saw a sampan alongside the "Lien-shing" and an examination found three packages containing 198 bottles of aniline dyes. The Annamite in charge of the sampan affirmed that the packages were given him by two of the Chinese crew of "Lien-shing" to be taken to Zam Chieu wharf, to be given to Chinese there. It was also alleged that the dyes were of German origin. The seized goods were sealed and Mr. Fournier Commissioner of Customs appointed guardian of the contraband.

As soon as Judge Marice began to interrogate Captain Muir there was trouble. The Captain was without legal assistance and on that ground refused to answer questions. The Judge threatened to commit the Captain to prison if he declined to answer the questions put.

Captain Muir stuck to his position and the Judge, who was now thoroughly angry, sent the accused to jail under a guard of armed soldiers. Captain Muir asked to see the British Consul General who later visited the captain in prison and was made acquainted with the case.

The Judge notified he would liberate Captain Muir on \$2,000 bail which was difficult to obtain as the Treasury was closed at the time. However somebody from the office of the ship's agents collected the \$2,000 and the Captain was released after an hour in prison.

Two days later Captain Muir was again before the Judge at the Court of Instruction and further evidence was taken and the accused represented by a French lawyer. Captain Muir contended that the goods were not seized on his ship and that they did not come off his ship. He said the sampan was three yards off the side, which the customs admitted. He further said it was his opinion that the dyes came from one of the two Japanese steamers at anchor at the ship's stern.

Finally the judge permitted Captain Muir to leave Hongkong with his ship. His word of honour was required when he would appear at the court when the "Lien-shing" was next at Saigon, as well as a security of \$2,000. The ship was attached and a deposit of \$8,000 was required before the ship was released.

The "Lien-shing" has since been to Saigon and Captain Muir again appeared in court. The case was adjourned for further consideration. The deposits were retained pending conclusion of the case.

Speaking to a *China Mail* reporter Captain Muir said it was his opinion that the dyes were made in Japan. The bottles were marked "Made in Germany" but the pictures on the bottles were of Japanese girls. He told the Judge it was unlikely that after five years of war that there were quantities of real German aniline dyes in Hongkong. This contention the Judge dismissed without apparent consideration.

Captain Muir thinks the treatment he received was drastic under the circumstances. He left for Saigon again to-day and will appear again before the French Court. He hopes the case will be settled this time to his satisfaction.

## DEMANDING MONEY BY MENACES.

Four Chinese were charged on remand before Mr. G. N. Orme with demanding a sum of \$30 from some Chinese women in Yaumatei.

Sergeant Murphy prosecuting, said his witnesses from the house had not come. His Worship proposing to grant a further remand, Mr. Lyson of Messrs. Goldring and Lyson applied for a reduction of bail in the case of his client (second accused). Bail was reduced to \$200 instead of \$500 in the case of the last three defendants. Hearing was adjourned.

## A LUCKY ESCAPE.

### WHEN BOATING IS DANGEROUS.

Last night the conditions being propitious a party of young people went to a bay inside the Lyemooon Pass for a moonlight bathing trip.

The party went in a launch with which was a small boat just sufficiently large to hold a couple of people. Most of the party decided to bathe but Mr. Fomeroy and Miss Mutton preferred the little boat.

Apparently all was serene until it was time for the homeward trip. The bathers were ready but there was no sign of the boaters. After a look round and sundry calls the party, knowing the absent pair, came to the conclusion they had essayed to row home.

On arrival home the couple were reported "missing." It now appears that the boat had drifted with a strong tide. The occupants were unable to combat the tide and were ultimately carried out through the Lyemooon Pass to sea.

Several junks and sampans were called on for assistance but all turned a deaf ear, until between 2 and 3 a.m. when a sampan undertook to tow the boat to Hongkong for a consideration. To show how far they had drifted it is mentioned that it took the sampan nearly 3 hours to tow the boat back to Hongkong where the young people arrived before 6 this morning.

All's well that ends well but had a strong squall sprung up during the night the position of the pair would have been highly dangerous.

## FREE POSTAGE FOR SERVICES.

### TO CONTINUE AT PRESENT.

In August 1917 the Hongkong Government instituted free postage to the service men in Hongkong. It was originally intended that this concession would cease on the signing of peace.

This morning we learn that the Government has referred the question to the Secretary of State for the Colonies. The local Government in doing so said they wished to continue the privilege as long as possible and as they were not aware what other Colonies were doing would continue to give free postage to the troops pending other instructions from the Secretary of State.

This action of the Government is generous. When this scheme was brought into force the troops here were labouring under the injustice of a very high dollar exchange. This has since been righted by the grant of a 2s. dollar to the troops, and a smaller concession to the navy. Also the pay has been considerably augmented. It is therefore all the more generous of the Government to continue the free postage for so long.

From August 1917 to June 1919, reckoning the letters posted at their ordinary postal charge, the local Government has foregone the substantial amount of \$20,626.78 in revenue, for that is what the letters posted free would have cost if postage had been charged.

## SHIPS IN HARBOUR.

List of vessels in port this morning.

British.	Japanese.
Taming	Nagata Maru
Glennav	Inaba Maru
Euryades	Mitsuki Maru
Wa Sun	Shisen Maru
Shabonee	Kaijo Maru
Haihong	Unman Maru
Patriot	Chofu Maru
Hinsang	Ryoyu Maru
Wallowra	Nissin Maru
Prosper	Katori Maru
Lien-shing	Manila Maru
Loongsang	Chicago Maru
Cardium	Kiyo Maru
Chingchow	Masayoshu Maru
Hong Wan I.	
Telemachus	
Amherst	
Norwegian.	Chinese.
Childar	Hui Hai
	Tung Shing
	Shun Kong
	Asia
	Po Lee
	Hoi Tung
American.	
Homestead	
Tijsondard	
Tancerville	
French.	
Verdun	Tijbodas
	Beitang
	Sultan van Koetel
Dutch.	

French —  
Verdun

Dutch —  
Tijbodas

Beitang

Sultan van Koetel

Chinese —  
Hui Hai

Tung Shing

Shun Kong

Asia

Po Lee

Hoi Tung

American —  
Homestead

Tijsondard

Tancerville

French —  
Verdun

Dutch —  
Tijbodas

Beitang

Sultan van Koetel

Chinese —  
Hui Hai

Tung Shing

Shun Kong

Asia

Po Lee

Hoi Tung

American —  
Homestead

Tijsondard

Tancerville

French —  
Verdun

Dutch —  
Tijbodas

Beitang

Sultan van Koetel

Chinese —  
Hui Hai

Tung Shing

Shun Kong

Asia

Po Lee

Hoi Tung

American —  
Homestead

Tijsondard

Tancerville

French —  
Verdun

Dutch —  
Tijbodas

Beitang

Sultan van Koetel

Chinese —  
Hui Hai

Tung Shing

Shun Kong

Asia

Po Lee

Hoi Tung

American —  
Homestead

Tijsondard

Tancerville

French —  
Verdun

Dutch —  
Tijbodas

Beitang

Sultan van Koetel

Chinese —  
Hui Hai

Tung Shing

Shun Kong

Asia

Po Lee

Hoi Tung

American —  
Homestead

Tijsondard

Tancerville

French —  
Verdun

Dutch —  
Tijbodas

Beitang

Sultan van Koetel

Chinese —  
Hui Hai

Tung Shing

Shun Kong

Asia

Po Lee

Hoi Tung

American —  
Homestead

Tijsondard

Tancerville

French —  
Verdun

Dutch —  
Tijbodas

Beitang

Sultan van Koetel

Chinese —  
Hui Hai







## SHIPPING

## P. &amp; O. BRITISH INDIA &amp; OCEAN LINES

(COMPANIES INCORPORATED IN ENGLAND)  
TO:  
STRAITS, BURMA, Ceylon, India, Persian Gulf,  
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &  
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.  
SAILINGS FOR

MARSHALLS & LONDON.  
Via STRAITS, COLOMBO AND PORT SAID.

S.S.	Leaves Hongkong about	Due Marseilles about	Due London about
------	-----------------------	----------------------	------------------

WAGOTA " 21st August 23rd September 2nd October

FOR BOMBAY VIA STRAITS AND COLOMBO.  
due Bombay about

SHIVARA " 28th July 13th August

FOR CALCUTTA VIA STRAITS AND RANGOON.  
due Calcutta 13th August

SHANGHAI AND KOBE  
13th July at 4 p.m. Shanghai only.

Wireless on all steamers.  
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, &c. apply to—  
MACCINNON, MACCINNIE & CO. Agents.  
200, Queen's Road Central, HONGKONG.

OCEAN TRANSPORT CO., LTD.  
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.  
Space and Particulars apply to DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS  
with transshipments at CALCUTTA, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND AFAR LINE  
Sailings from Hongkong.

For Freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA  
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore,  
Batavia, Samarang and Sourabaya.

For JAVA PORTS.	
BURNEO MARU	on 10th July.
BOKUTO MARU	on 27th July.
For JAPAN PORTS.	
BANRI MAU	on 28th July.
BORNEO MARU	on 28th Aug.
BOKUTO MARU	on 9th Sept.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.  
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.  
AMAZON MARU .....End of July.  
ALTAI MARU .....Middle of August.

GENOA & BOMBAY—Monthly service, taking cargo on through Bills of Lading with transshipments at Bombay to Company's steamers.  
SAIGON MARU .....Tuesday, 15th July.  
INDUS MARU .....Friday, 26th July.

AVENOS—AKES, RIO DE JANEIRO, SANTOS, MAURITIUS,  
CURBAN & CAPE TOWN via SINGAPORE.  
HAWAII MARU .....Sunday, 13th July.

COLOMBO—Regular fortnightly service via Singapore.  
SAIGON MARU .....Tuesday, 15th July.  
INDUS MARU .....Friday, 26th July.

SAIGON, BANGKOK, SINGAPORE—Regular monthly service.  
SHISEN MARU .....Saturday, 12th July.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.  
KOSHO MARU .....Wednesday, 10th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.  
Regular fortnightly service, calling at intermediate ports in Japan and  
taking cargo to OVERLAND POINTS U.S. in connection with Chicago,  
Seattle and St. Paul Railway.

ARABIA MARU .....Tuesday, 15th July.  
MANILA MARU .....Saturday, 19th July.

HAIPHONG—Three times a week service.  
JAPAN PORTS—KOBE.

KEELUNG TAKAO VIA SWATOW, AMOY.  
These steamers have excellent accommodation for 1st and 2nd class Saloon  
Passengers and will arrive and depart from the O.S.K. WHARF,  
near the Station Office.

For TAKAO via SWATOW and AMOY.  
SOBU MARU .....Thursday, 17th July, at 9 a.m.  
For KEELUNG via SWATOW and AMOY.  
KALJO MARU .....Sunday, 12th July, at 10 a.m.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager.  
No. 1, Queen's Building.

Tel. No. 744 & 745.

## THOS. COOK &amp; SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL TRAVEL AGENTS TO  
THE PEKING GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and  
CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.  
Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing  
Sailings and Fare from the Far East to all parts of the World, will  
be forwarded free on application.

Telegraphic Address "COUPON." THOS. COOK & SON,  
Telephone No. 524. Hongkong Hotel Buildings, Hongkong.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.  
UNION OFFICE—LUDGATE CLERK, LONDON, E.C.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	NO. SAID
SHANGHAI & TSINGTAO	KWANGSI	July 13, at 3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	KICHOW	July 14, at Noon.
MANILA, CEBU & ILOILO	TAKING	July 14, at 5 p.m.
HONGKONG	HANGKOW	July 15, at 11 a.m.
SHANGHAI	SHENGLANG	July 15, at Noon.
SHANGHAI & TSINGTAO	SUTTAN	July 17, at Noon.
SHANGHAI	CHENAM	July 20, Daylight.
SHANGHAI	TAI	July 22, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent  
Saloon accommodation amidships. Electric Light and Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai  
(thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading  
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,  
avoiding the inconvenience of transshipment at Wusung.  
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.  
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.  
Telephone No. 35.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI	WINGSANG	SUNDAY, July 13, Daylight.
HAIPHONG	LOKSANG	WED'DAY, July 16, at 8 a.m.
SANDAKAN	HINSANG	WED'DAY, July 16, at Noon.
TIENTSIN	CHONGSHING	FRIDAY, July 18, Daylight.
MANILA	YUENSANG	FRIDAY, July 18, at 3 p.m.
STRAITS & CALCUTTA	CHAKSANG	FRIDAY, July 18, at 3 p.m.

CALCUTTA LINE—This line has now been re-organised and affords regular sailings to Calcutta  
via Singapore and Penang.  
Bathing from Calcutta, steamers proceed via Straits and Hongkong to Japan,  
occasional sailing at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Light  
and Fans and carry a fully equipped Surge.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,  
sometimes calling at Swatow.  
Steamers on this line have a limited amount of passenger accommodation, and through tickets  
can be obtained for Northern and Yangtze Ports via Shanghai. Through Billading  
are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger  
accommodation; sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at  
Hanoi when convenient for passengers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having  
up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and  
Lahad Dato.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and  
Tientsin, calling at Weihaiwei and Chefoo.  
Under Straits Steamship Passenger Regulations. All European Passengers, leaving the Colony  
for Straits Settlements, are required to produce on arrival at destination passports with their  
Photographs and Government issued tickets.  
For Freight or Passage, apply to—

THE GENERAL MANAGERS  
JARDINE, MATHESON & Co., Ltd.,  
Tel. No. 215.

THE ADMIRAL LINE.  
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

S.S. "WEST MUNHAM"  
will be despatched on or about July 16.  
For SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.  
"WESTERN KNIGHT" ..... About August 16.  
"ELDRIDGE" ..... About August 18.  
"WEST ISLAND" ..... Late August.  
"HEPPEBURN" ..... Middle September.

For PORTLAND direct.  
"WEST OCEANA" ..... About August 15.  
Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:  
THE ADMIRAL LINE,  
JOHN J. GORMAN, GENERAL AGENT,  
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST and LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong:

TENYO MARU 22,000 20th July.

\*SHIRAZA MARU 20,000 28th July.

SHINYO MARU 21,000 13th August.

PERIA MARU 9,000 28th August.

KOREA MARU 20,000 10th September.

KIPPON MARU 11,000 25th September.

\* Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA.

CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong:

KIYO MARU 17,200 July 14th.

ANYO MARU 18,500 Sept. 10th.

SEIYO MARU 14,000 Nov. 4th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.,  
and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.  
For full information as to rates, sailings, etc. apply to—

T. DAIGO, MANAGER,  
Telephone Nos. 2374 and 2375. KING'S BUILDING.

## JAVA-PACIFIC LINE

OF THE  
JAVA-CHINA-JAPAN LIJN

Monthly Service between  
KETH, INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have  
accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the  
United States of America and Canada.

For Particulars of Freight and Passage apply to the  
JAVA-CHINA-JAPAN LIJN,  
GENERAL MANAGER,  
Telephone No. 1574. York Buildings.

## SHIPPING

## C. P. O. S.

## HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Mali) Kobe & Yokohama)

STEAMER FROM HONGKONG DUE VANCOUVER

\*Monteagle ..... July 29 Aug. 23

Empress of Asia ..... Aug. 7 Aug. 25

Empress of Japan ..... Aug. 20 Sept. 10

Empress of Russia ..... Sept. 4 Sept. 22

\*Monteagle ..... Oct. 7 Nov. 1

Empress of Asia ..... Oct. 2 Oct. 20

Empress of Japan ..... Oct. 16 Nov. 6

Empress of Russia ..... Oct. 30 Nov. 17

\*Monteagle ..... Dec. 16 Jan. 9

Empress of Asia ..... Nov. 27 Dec. 15

Empress of Japan ..... Dec. 11 Jan. 1

Empress of Russia ..... Dec. 25 Jan. 12

FARES HONGKONG TO UNITED KINGDOM.

"EMPERESS OF RUSSIA" Gold 1481 Subject to change

"EMPERESS OF JAPAN" Gold 1481 Subject to change

"MONTAEGLE" Gold 1481 Subject to change

CANADA'S NEW TRAIN DE LUX

"THE TRANS-CANADA LIMITED"

Vancouver to Montreal

93.15 hours.

CANADIAN PACIFIC

OCEAN SERVICES

## DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
Accommodation for First Class Passengers. Electric Light and Fans in State-rooms  
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

QUINNEBAUG | Capt. Medina ..... TUESDAY, 13th July at 11 a.m.

HAIPHONG ..... | Capt. J. W. Evans ..... FRIDAY, 18th July at 1 p.m.

HAITAN ..... | Capt. A. B. Stewart ..... TUESDAY, 22nd July at 1 p.m.

SWATOW.

HAIPHONG ..... | Capt. J. W. Evans ..... SUNDAY, 13th July at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LARRAIK & Co.

General Managers.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry). "CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR:

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" August 19th, 1919. "CHINA" September 11th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Lee House Street. Tel. 1984.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN with transshipments at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

PROPOSED SAILING.

From Hongkong: Connecting with] From Colombo:

EXCELLENT ACCOMMODATION FOR 1ST and 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE

TOWN, calling at MAURITIUS en route and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

## "ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMER SAIL.

Subject to change without notice.

THE BANK LINE, LTD

Or to REISS & Co., Canton. General Agents.

## TO THOSE GOING AWAY

Keep in touch with local happenings

by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.

ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE

WHILE IT AWAY.

PRICE 60c PER ANNUM, INCLUDING POSTAGE.

CAN BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE.

## ITALY AND THE JUGO-SLAVS.

HISTORY OF AN OBSTINATE DISPUTE.

—

Sir Arthur Evans, lectured at the

National Liberal Club on May 21,

upon Italy and the Jugo-Slavs.

Some years ago, Sir Arthur said,

he ventured to prophesy that there

would be sooner or later a union of

the Serbian race, the Slavs, and the

Croats, but the one thing he did

not foresee was that this movement

which ran parallel with the move-

ment for a united Italy would be

thwarted by the new Italy. He had

no wish to belittle the claim to security

which Italy possessed in the control of

the Adriatic, and it must be remem-

bered that, whereas the Italian coast

of the Adriatic was almost harbourless

right down to Brindisi, the eastern

coast was, from the maritime point

of view, unapproached by any other











# BANKS

THE CHARTERED BANK OF  
INDIA, AUSTRALIA & CHINA

INCORPORATED BY ROYAL CHARTER  
1853;  
HEAD OFFICE, LONDON.

Paid-up Capital	£1,000,000
Reserve Fund	£2,100,000
Reserve Liability of Pro- prietors	£1,500,000

FOREIGN EXCHANGE and General  
Banking business transacted.  
CURRENT ACCOUNTS opened and  
FIXED DEPOSITS received for 1 year  
or shorter periods at rates which will be  
quoted on application.  
J. L. CROOKER,  
MANAGER.  
Harington, April 7, 1915.

THE MERCANTILE BANK OF

No. 7 Queen's Road Central.  
Hongkong, April 10, 1919.

at rates which may be ascertained a  
application.

C. L. SANDES,  
Acting Manager.

No. 7 Queen's Road Central.  
Hongkong, April 10, 1919.

**BANQUE DE L'INDO-CHINE**  
(FRENCH BANK).

HEAD OFFICE:  
10bis Rue La Fayette, Paris.

Capital 100,000,000 Frs. 43,000,000  
Reserve 100,000,000 Frs. 50,000,000

BRANCHES AND AGENTS:

BANKOK	HONGKONG	SIAM
BATAVIA	HONGKONG	SHANGHAI
CANTON	HONGKONG	SINGAPORE
CARACAS	HAIPHONG	YOKOHAMA
HANKOW	HONGKONG	YOKOHAMA
HANKOW	HONGKONG	YOKOHAMA
HANKOW	HONGKONG	YOKOHAMA

BANKERS:

IN FRANCE: Comptoir National  
d'Escompte de Paris; Credit Lyonnais;  
Banque de Paris et des Pays-Etrangers;  
Credit Industriel et Commercial; Societe  
Generale.

IN LONDON: The National Provincial  
& Union Bank of England, Ltd.; Comptoir  
National d'Escompte de Paris;  
Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.

A. SEKE,  
Acting Manager.

Interest allowed on Current Accounts  
and Fixed Deposits according  
arrangements.  
Every description of Banking and  
Exchange Business transacted.  
J. A. SIKES,  
Acting Manager.  
Hongkong, Oct. 19, 1918.

**THE YOKOHAMA SPECIE  
BANK, LTD.**

ESTABLISHED 1880.

AUTHORIZED CAPITAL—¥100,000,000  
PAID UP CAPITAL — — — 45,000,000  
RESERVE FUND — — — 25,000,000

**HEAD OFFICE—YOKOHAMA.**

BRANCHES AND AGENTS AT

BARATIA	NEWCASTLE
BOMBAY	NEW YORK
BURKIN AVRE	OSAKA

YINGTIAN (MUNDIN) SHANTON  
HANKOW SHANGHAI

CALCUTTA	PATNA
CHANGHAI	RANGOON
DARTMOUTH (DARTM)	SAN FRANCISCO
FERROVIA (MILANO)	SEATTLE
HANKOW	SHANGHAI
HONGKONG	SINGAPORE
HARBIN	SINGAPORE
KAI YEN	SOURABAYA
KOBE	SYDNEY
LONDON	YOKOHAMA
LOS ANGELES	YOKO
LYONS	YOKOHAMA
MADRID	YOKOHAMA
MARINE	YOKOHAMA

Interest allowed on Current & Accruals  
Deposits received for fixed periods  
rates to be obtained on application.

G. HASTIDZUM  
Manager.

Hongkong, May 26, 1916

NORTH BRITISH & MERCHANT

COMPANY, LTD,  
AND

WHICH ARE VERIFIED BY SHARES OF  
 THE OCEAN MARINE INSURANCE  
 COMPANY, LTD,  
 AND  
 THE RAILWAY PASSENGER  
 ASSURANCE CO.

**TOTAL FUNDS at 31st December,**  
 1923, 970,387.

I—Authorized Capital	25,000,000
Subscribed Capital	24,400,000
Paid-up Capital	22,429,000
II—Fire Funds	3,887,000
III—Life & Annuity Funds	17,567,000
Sinking Fund Account	100,000
	<b>223,970,000</b>

Revenue Fire Branch	23,887,000
“ Life and Annuity Branches	2,100,000
Revenue Marine Department	478,000
Other Receipts	478,000
	<b>27,933,000</b>

members of the Company "Business."  
SHEWAN, TOMES & CO.

The Accumulative Funds of the various Branches are separately invested, (under the Act of Parliament, are set aside to the Income, under the respective Departments of the Company's Business.)

**SHEWAN TOMES & CO.**  
Agents.



## SHIPS DUE TO ARRIVE.

## FROM EUROPE.

The s.s. **ATREUS**, due here July 13 and leaves for Shanghai and Japan July 14.  
 The s.s. **EURYCLIDES**, due here July 15 and leaves for Shanghai, Taku and Dairen July 16.  
 The s.s. **NAOYA**, left London June 6, due here July 21 and leaves for Japan July 22.  
 The s.s. **HECTOR**, due here July 22 and leaves for Shanghai and Hantow July 23.  
 The s.s. **HYSON**, due here July 21 and leaves for Japan July 22.  
 The s.s. **ANTHEUS**, due here July 22 and leaves for Shanghai, Taku and Dairen July 23.  
 The s.s. **AGAPENOR**, due here July 29 and leaves for Japan July 30.  
 The s.s. **TEENIE**, due here August 9 and leaves for Shanghai, Taku and Dairen August 10.  
 The s.s. **PIREUS**, due here August 8 and leaves for Shanghai and Japan August 9.  
 The s.s. **ORESTES**, due here August 11 and leaves for Shanghai August 12.  
 The s.s. **KAMO MARU**, left London June 14 and is due here via Suez July 20.  
 The s.s. **IMO MARU**, left London June 27 and is due here via Suez August 2.  
 The s.s. **SHIDZUKA MARU**, left London July 13 and is due here via Suez August 19.  
 The s.s. **SHIDZUKA MARU**, left London July 23 and is due here via Suez September 2.  
 The s.s. **KAGA MARU**, left London Aug. 6 and is due to arrive here via Suez Sept. 16.  
 The s.s. **YOKOHAMA MARU**, left London Aug. 25 and is due here via Suez Sept. 30.

## FROM SHANGHAI.

The s.s. **TYDEUS**, leaves Shanghai July 15, due here July 22 and leaves for Liverpool via Singapore.

## FROM JAPAN.

The s.s. **NAOYA**, leaves Yokohama August 9 and is due here August 20.  
 The s.s. **MALTA**, leaves Yokohama August 23 and is due here September 2.  
 The s.s. **TALYBURN**, left Yokohama June 28 and is due here July 12.  
 The s.s. **ANYO MARU**, due here from Moji August 31 and leaves for South America September 10.  
 The s.s. **SEIYO MARU**, due here from Moji October 24 and leaves for South America November 4.  
 The s.s. **JAPAN**, left Kobe July 6, due here July 13 and leaves for Calcutta July 15.

The s.s. **BORNEO MARU**, due here from Kobe and Moji July 16 and leaves for Java ports July 17.  
 The s.s. **ROKUTO MARU**, due here from Kobe and Moji July 27 and leaves for Java ports July 28.

The s.s. **NELEUS**, leaves Yokohama July 19 and is due here August 2.  
 The s.s. **AGAMEMNON**, leaves Yokohama July 12 and is due here July 24.  
 The s.s. **DEUCALION**, leaves Yokohama July 26 and is due here August 12.

The s.s. **MISHIMA MARU**, left Yokohama July 27 and is due here July 12.  
 The s.s. **SADO MARU**, leaves Yokohama July 11 and is due here July 26.  
 The s.s. **SEIYO MARU**, leaves Yokohama July 25 and is due here Aug. 9.

The s.s. **INADAMAR**, leaves Yokohama August 8 and is due here Aug. 23.  
 The s.s. **KAMO MARU**, leaves Yokohama August 23 and is due here Sept. 8.  
 The s.s. **IMO MARU**, leaves Yokohama Sept. 6 and is due here Sept. 20.

The s.s. **ATSUBA MARU**, leaves Yokohama Sept. 19 and is due here October 4.  
 The s.s. **SHIDZUKA MARU**, leaves Yokohama October 3 and is due here October 18.

The s.s. **KAGA MARU**, leaves Yokohama October 17 and is due here Nov. 1.  
 The s.s. **HAMA MARU**, leaves Yokohama October 31 and is due here November 15.

The s.s. **KENYO MARU**, left Yokohama July 1 and is due here July 14.  
 The s.s. **TAMBA MARU**, leaves Yokohama Nov. 14 and is due here via Kobe, Moji and Shanghai Nov. 29.

## FROM JATA.

The s.s. **HAN HIE MARU**, due here from Java ports July 26 and leaves for Japan ports July 27.

The s.s. **PHILIPPO MARU**, due here from Java ports August 28 and leaves for Japan ports August 29.

The s.s. **ROKUTO MARU**, due here from Japan ports August 21.

The s.s. **ROKUTO MARU**, due here from Japan ports September 9 and leaves for Japan ports September 12.

## FROM MANILA.

The s.s. **TYNDAREUS**, leaves Manila July 24, due here July 29 and leaves for Yokohama and Seattle August 14.

The s.s. **TENYO MARU**, due here July 21 and leaves for San Francisco July 22.

The s.s. **SIBERIA MARU**, due here July 22 and leaves for San Francisco July 23.

The s.s. **ECUADOR**, left Manila July 24 and is due here July 12.

The s.s. **WEST SEQUANA**, left Manila July 9 and is due here July 12.

## FROM BOMBAY.

The s.s. **KATFUKU MARU**, left Bombay June 24 and is due here via Singapore July 16.

## FROM CALCUTTA.

The s.s. **SHINGO MARU**, left Calcutta June 23 and is due here via Singapore July 14.

## FROM SINGAPORE.

The s.s. **DIUWARA**, left Singapore July 1 and is due here July 13.

The s.s. **KATFUKU MARU**, left Singapore July 9 and is due here July 16.

## FROM AUSTRALIA.

The s.s. **ART MARU**, left Sydney June 23 and is due here July 15.

The s.s. **TYNG MARU**, leaves Melbourne July 2 and is due here via Sydney, Brisbane, Townsville, Thursday Island, Zumburanga and Manila Aug. 22.

The s.s. **NIKKO MARU**, leaves Melbourne Aug. 22 and is due here via Sydney, Brisbane, Townsville, Thursday Island, Zumburanga and Manila Aug. 22.

## FROM AMERICA.

The s.s. **TYNDAREUS**, left Seattle June 18, due here July 29 via Japan, Vladivostok and Manila.  
 The s.s. **CYCLOPS**, leaves Seattle July 9, due here August 9 via Japan, Vladivostok and Manila.  
 The s.s. **NANKING**, leaves San Francisco July 17 and is due here via Honolulu, Japan ports and Shanghai August 10.  
 The s.s. **ECUADOR**, left San Francisco May 31 and is due here via Honolulu, Japan ports, Shanghai and Manila July 12.  
 The s.s. **COLOMBIA**, left San Francisco June 23 and is due here via Honolulu, Japan ports, Shanghai and Manila August 5.  
 The s.s. **VENEZUELA**, leaves San Francisco July 26 and is due here via Honolulu, Japan ports, Shanghai and Manila September 3.

The s.s. **TENYO MARU**, left San Francisco June 9 and is due here via Honolulu, Japan and Manila July 14.

The s.s. **SIBERIA MARU**, left San Francisco June 19 and is due here via Honolulu, Japan and Manila July 22.

The s.s. **SHINGO MARU**, left San Francisco June 27 and is due here via Honolulu, Japan and Shanghai July 26.

The s.s. **PERIA MARU**, leaves San Francisco July 17 and is due here via Honolulu and Japan August 18.

The s.s. **KOREA MARU**, leaves San Francisco July 30 and is due here via Honolulu, Japan and Manila Sept. 1.

The s.s. **SUBWA MARU**, left Seattle June 10 and is due here via Japan, Shanghai and Manila July 17.

The s.s. **KASHIMA MARU**, leaves Seattle July 12 and is due here via Japan, Shanghai and Manila Aug. 11.

The s.s. **FUSHIMA MARU**, leaves Seattle August 5 and is due here via Japan, Shanghai and Manila Sept. 8.

The s.s. **EMPEROR OF ASIA**, left Vancouver June 26 and is due here via Japan, Shanghai and Manila July 17.

The s.s. **EMPEROR OF INDIA**, leaves Vancouver July 24 and is due here via Japan, Shanghai and Manila August 14.

The s.s. **MONTAGLE**, leaves Vancouver July 10 and is due here via Japan and Shanghai August 14.

The s.s. **Equador** left Manila on July 9, and is due here on July 12 at daylight.

The s.s. **West Sequana** left Manila on July 9, and is due here on July 12 at daylight, and will probably leave on July 17.

The s.s. **Diliwara** left Seattle for this port on the 8th instant, with the outward English Mail, and is due here on the 13th instant at about 9 a.m.

The s.s. **Kuifuku Maru** (Bombay Line) left Singapore for this port on the 9th July, and is expected here on the 16th July.

The s.s. **Mishima Maru** (European Line) left Kobe for this port via Moji and Shanghai on the 7th July, and is expected here on the 16th July.

The s.s. **Ahi Maru** (Australian Line) left Sydney for this port via usual route on the 16th July, and is expected here on the 16th July.

The s.s. **Shingo Maru** sailed from San Francisco June 30, as per schedule, and is due to arrive at this port on July 29.

The s.s. **Korea Maru** arrived at Yokohama July 6 and sails July 9, as per schedule, for Honolulu and San Francisco.

The s.s. **Siberia Maru** arrived at Yokohama July 6 and sails July 9, as per schedule, for Honolulu and San Francisco.

The s.s. **Empress of Japan**, arrived at Yokohama, left there July 4, and is due at Vancouver on June 20.

The s.s. **Imperial Maru** (European Line) left London for this port via Suez Canal on the 27th June, and is expected here on the 8th August.

The s.s. **West Munbam** is due to arrive here from Shanghai via Manila on or about July 5.

The s.s. **R.M.S. Montague** from Vancouver, arrived at Yokohama on June 20.

The s.s. **C.P.O.S. Co's R.M.S. Melburn** from Hongkong on May 23, arrived at Vancouver on June 19.

The s.s. **Peria Maru** arrived at Yokohama June 25 and sails June 27, as per schedule, for Honolulu and San Francisco.

The s.s. **Kamo Maru** (European Line) left London for this port via Suez Canal on the 14th June, and is expected here on the 20th July.

The s.s. **C.P.O.S. Co's R.M.S. Empress of Asia** arrived at Yokohama on June 21, and is due at Vancouver on June 20.

## ARRIVALS.

July 11.  
**TUNG SHING**, Chl. 767 tons, from Shanghai, Capt. H. Udden, Kwong Hing, Co.

**KWANGTUNG**, Chl. 1,626 tons, from Canton, Capt. Charles Stewart, C.M. S.N. Co. Wharf.

**SUIAN**, Brit. 750 tons, from Macao, Capt. Christie, S.B. Co. Wharf.

**KINSHAN**, Brit. 1,099 tons, from Canton, Capt. Smith, S.B. Co. Wharf.

**CERF**, Chl. 304 tons, from Wuchow, Capt. Wong, Shiu Hing Co. Wharf.

**KUNG NING**, Chl. 1,000 tons, from Canton, Capt. White, Barker & Co. Wharf.

## CLEARANCES.

July 11.  
**CHITAGO MARU**, Jap. 10 a.m., for Tacoma via Manila, O.S.K.

**LIEN SHIN**, Brit. 10 a.m., for Saigon, Kung Yuen.

**TAI KANG**, Brit. 8 a.m., for Haiphong via Hoihow, J.M. & Co.

**YOKOHAMA**, Jap. 11 a.m., for Yokohama via Shanghai, N.Y.K.

**NAOYA MARU**, No. 2, Jap. 8 a.m., for Canton, A.P. Co.

**LOUNGSANG**, Brit. 3 p.m., for Manila J.M. & Co.

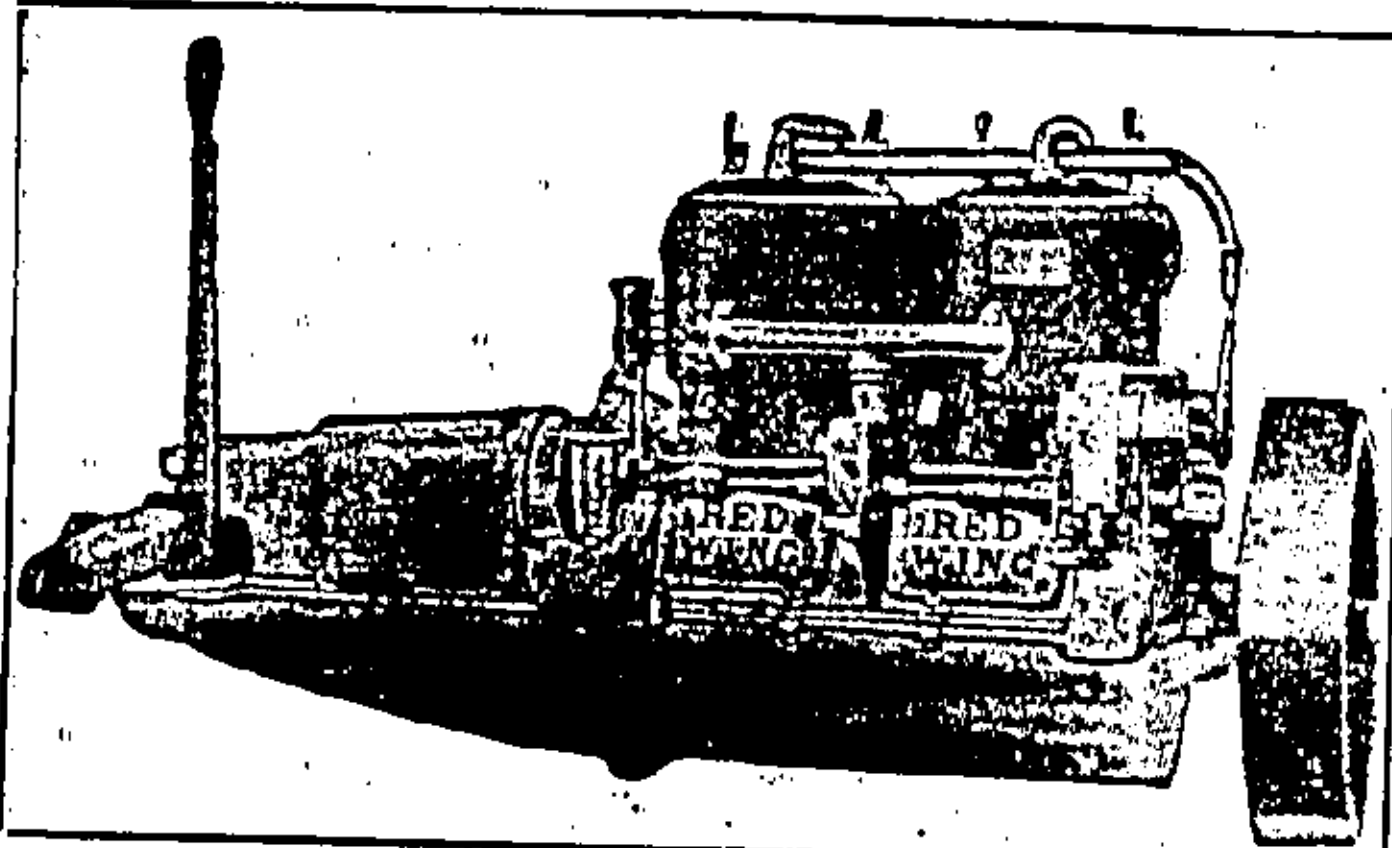
## NOTICES.

## THE ASSOCIATED BRASS AND COPPER MANUFACTURERS OF GREAT BRITAIN CAN.

## NOW SUPPLY Brass and Copper, Locomotive Tubes, Rods, Etc.

Sole Agents:  
**ARNHOLD BROTHERS & Co., Ltd.**  
 CHINA & HONGKONG.

THE RED WING ENGINE HAS BEEN MANUFACTURED FOR THE PAST 17 YEARS, IT IS THEREFORE NOT A NEW AND UNTRIED PRODUCT. IT HAS STOOD UP DAY IN AND DAY OUT IN THE SEVEREST SERVICE, WHICH THE MANY THOUSANDS IN USE WILL TESTIFY.



## THE RED WING MOTOR.

WE SHALL BE PLEASED AT ALL TIMES TO SUPPLY ANY INFORMATION REGARDING THE RED WING MOTOR: OR TO GIVE A PRACTICAL DEMONSTRATION OF WHAT THE MOTOR CAN DO.

SOLE AGENTS—  
**SHEWAN, TOMES & CO.,**  
 ST. GEORGE'S BUILDING, HONGKONG.

## DON'T FORGET!!!

The Republic Motor Boats for your picnics and outings.  
 TELEPHONE 307 or 1257.  
 Write or Call,  
**MOK LIN, Managing Director.**

## JARDINE, MATHESON &amp; Co., Ltd.

ENGINEERS and LAUNCH BUILDERS.

## MARINE MOTORS OF ALL POWERS IN STOCK.

Works:—POOTUNG, SHANGHAI.

Sole Agencies:—STERLING &amp; EVINRUDE MOTORS.

MAKERS "EVO" MOTORS.

Associated British Machine Tool Makers Ltd.  
 A.B.O. Boiler, Enamel, Reine Ltd., (Leather-cloth), Edgar Allen & Co., Ltd., (Tool Steels, Etc.)

## TRADE WITH GERMANY.

## REVIVAL A NECESSITY IF SHE IS TO PAY.

We are claiming, very justly, a heavy indemnity from Germany, and I presume we wish to get it, and yet there are many people at home to whom the mere mention of possible trade with Germany is an offence. It is natural enough, I agree. A year or more ago most of us thought the same. We would never dream of allowing the enemy to resume the old relations to send his goods across the sea to flood the old country with spurious goods and to ruin the commercial travellers and so forth. That was well enough at the time. We did not then realize, however, in what sort of condition Germany would be in after the war.

We visualized her as still a prosperous country and able to pay at the least for a reasonable proportion of the damage she had inflicted on the world. We are now learning by degrees that she cannot unless we help her.

Certainly she cannot hope even to make a beginning in her gigantic task unless we permit her some relaxation in the way of trading. So far such trade as is permitted with the area under occupation is all on one side. We send over a certain number of travellers prepared to take orders for cloth or soap or other commodities, but we refuse to consider the question of taking anything but hard cash. And German trade, which is the one asset of the country, is kept by all chemists and storekeepers.

by the aid of which she may hope to discharge her debts, cannot continue to exist on this one-sided basis. Archbishop Magee, a proponent of considerable wisdom as well as of a pleasant wit, had a certain apologetic which he was fond of producing on those numerous occasions when he had to appeal to a poor parish for funds to pay off, let us say, a long-standing debt for a church restoration. "If you have a pump," he used to say, "that refuses to work properly, it is often a good plan to pour in a little water from the top." And this or something of the kind it seems to me is what we have to do with Germany now. If we are hoping to get money out of her in the future, as we most assuredly do, we shall probably have to put a little of our own in first.—Press Association War Service.

## PASSENGERS ARRIVED.

For s.s. **India Maru**, for Hongkong: Mr. K. Yoshida, Miss E. MacLaren, Mr. T. Palmer, Mr. G. Panzi, Mr. J. Lindsay, Miss K. Yano; for Shanghai, Mr. H. Wilson, Mr. R. Hillstead, Mr. H. Rogers, and Mr. J. M. Cotta.

## BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Colic and Diarrhoea Remedy needs no glaring headline to attract the public eye. It is a simple statement that all chemists will find it, and every family knows its value. It has been used for forty years and is just what its name implies. For sale by all Chemists and Storekeepers.

## POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Adnan, Ahwaz or Mohammara in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Venice, Vicenza, Treviso, Padua, Verona and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m., registered and parcel mails are closed at 8 p.m. on the previous day.

## INWARD MAILS.

SATURDAY, July 12.  
 Manila—Per WESTPAC MARU.  
 U.S.A. and Manila—Per FORTADOR.

SUNDAY, July 13.  
 Europe (via Negapatnam)—Per HONGHWA.  
 Straits—Per DILWARA.

MONDAY, July 14.  
 U.S.A. and Japan—TENYO MARU.  
 Calcutta and Straits—SHINGO MARU.

WEDNESDAY, July 16.  
 Straits—Per KATFUKU MARU.

FRIDAY, July 18.  
 Australia and Manila—Per AKI MARU.

## OUTWARD MAILS.

SATURDAY, July 12.  
 Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per CHORO MARU, 9 a.m.

Sunday, July 13.  
 Europe (via Negapatnam)—Per HONGHWA, 5 p.m.

Monday, July 14.  
 U.S.A. and Japan—TENYO MARU, 9 a.m.

Wednesday, July 16.  
 Straits—Per KATFUKU MARU, 9 a.m.

Friday, July 18.  
 Australia and Manila—Per AKI MARU, 9 a.m.

Sunday, July 13.  
 Shanghai and North China—Per DILWARA, 9 a.m.

Monday, July 14.  
 Swatow—Per BAIHONG, 9 a.m.

Tuesday, July 15.  
 Swatow, Amoy and Fochow—Per QUINNEBAUG, 11 a.m.

Wednesday, July 16.  
 Shanghai, North China, Japan via Kobe, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per FORTADOR, 9 a.m.

Thursday, July 17.  
 Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Diu and Bombay—Per SHINGO MARU, 9 a.m.

Friday, July 18.  
 Shanghai and North China—Per SUITANG, 11 a.m.

Saturday, July 19.  
 Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per CHORO MARU, 9 a.m.

Sunday, July 20.  
 Europe (via Negapatnam)—Per HONGHWA, 5 p.m.

Monday, July 21.  
 U.S.A. and Japan—TENYO MARU, 9 a.m.

Wednesday, July 23.  
 Straits—Per KATFUKU MARU, 9 a.m.

Friday, July 25.  
 Australia and Manila—Per AKI MARU, 9 a.m.

Sunday, July 27.  
 Shanghai and North China—Per SUITANG, 11 a.m.

Monday, July 28.  
 Swatow, Amoy and Fochow—Per QUINNEBAUG, 11 a.m.

Tuesday, July 29.  
 Swatow, Amoy and Fochow—Per QUINNEBAUG, 11 a.m.

Wednesday, July 30.  
 Shanghai, North China, Japan via Kobe, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per FORTADOR, 9 a.m.

Thursday, July 31.  
 Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Diu and Bombay—Per SHINGO MARU, 9 a.m.

Friday, August 1.  
 Shanghai and North China—Per SUITANG, 11 a.m.

Saturday, August 2.  
 Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per CHORO MARU, 9 a.m.

Sunday, August 3.  
 Europe (via Negapatnam)—Per HONGHWA, 5 p.m.

Monday, August 4.  
 U.S.A. and Japan—TENYO MARU, 9 a.m.

Wednesday, August 6.  
 Straits—Per KATFUKU MARU, 9 a.m.

Friday, August 8.  
 Australia and Manila—Per AKI MARU, 9 a.m.

Sunday, August 10.  
 Shanghai and North China—Per SUITANG, 11 a.m.

Monday, August 11.  
 Swatow, Amoy and Fochow—Per QUINNEBAUG, 11 a.m.

## ENTERTAINMENTS.

TEL. No. 1743. **CORONET** TEL. No. 1743.

TO-NIGHT! TO-NIGHT!  
**ANTONIO MORENO**

The Great Vitaphone Production

## "ALADDIN FROM BROADWAY"

All the world's theatre goers for this fine film, the scene of which ranges, if not from China to Peru at least from New York to Mecca and Damascus. It is a picture that is well up to Coronet standard.

Usual Prices. Booking at ROBINSON'S.

## HONGKONG THEATRE.

TEL. 2511. July 9, 10, 11. TEL. 2511.

Showing:—A fine picture with a beautiful star

## FANNIE WARD

IN  
 "HER STRANGE WEDDING"

(5 parts).

also Various Comics.

SATURDAY 12th. Continuation 3rd & 4th Episodes of

## "THE MOON CHILD."

Booking at the THEATRE.